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EXCURSION TO MACAO:—

On SUNDAY, 13th DECEMBER, 1931.

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Note.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

TO-DAY.

(December 8.)

Helen Wills-Moody in Exhibition
Tennis Matches, K.C.C. ground.
Meeting of Hong Kong Football
Association Council, 5.30 p.m.
Lecture at Union Church, Kow-
loon, 8.15 p.m.: Rev. John Lake on
"With Pirates and Lepers on a
Leprosy Island."
Sanitary Board Meeting, 4.15
p.m.

Queen's Theatre: "Hottentot."
Star Theatre: "Madam Satan."
World Theatre: "Love Identity"
(Chinese film).
King's Theatre: "The Smiling
Lieutenant."

Central Theatre: "Up For
Murder."

Tea Dance at Hong Kong Hotel;
Dinner Dances at Hong Kong
Hotel and Peninsula Hotel.

H.M.S. Kent Dances at Lane.
Crawford's, 9 p.m.

European Mail:—Inward:
Europe via Siberia (Felix Roussel).
Outward: Europe via Siberia
(Pres. Coullidge) 4.30 p.m.

WEDNESDAY.

(December 9.)

Hockey: Radio Sports Club v.
Royal Army Service Corps; Club v.
H.K.S.R.A.

Rugby: H.K. & Shanghai Bank
v. Kowloon Rugby Club, Happy
Valley, 4.30 p.m.

Hong Kong Art Club Exhibition,
Lane, Crawford's.
Rotary Club First Anniversary
Dinner.

Opening of Rotary Club play-
ground, Wanchai, 4 p.m.

Queen's Theatre: "Show Girl in
Hollywood."
World Theatre: "High Society
Blues."

Star Theatre: "Madam Satan."
Central Theatre: "The Sea God."
King's Theatre: "The Smiling
Lieutenant."

Tea Dances at King's Restaurant
and Hong Kong Hotel; Dinner
Dances at Repulse Bay Hotel and
Peninsula Hotel.

European Mail:—Outward:
Europe via Siberia (Sphinx) 2.30
p.m.

THURSDAY.

(December 10.)

Royal Hong Kong Golf Club,
annual general meeting, Jardine's
barracks, 5.30 p.m.

Hong Kong Art Club Exhibition,
Lane, Crawford's.
Queen's Theatre: "Show Girl in
Hollywood."

World Theatre: "High Society
Blues."

Central Theatre: "The Sea God."
King's Theatre: "The Smiling
Lieutenant."

Tea Dance at Hong Kong Hotel;
Dinner Dances at Hong Kong
Hotel and Peninsula Hotel.

On The Eve Of Big Discoveries.

CHEMISTRY THAT WILL CHANGE
CIVILISATION.

SEARCH FOR CREATION OF LIFE.

Making Life—that has always
been one of the great aims of
science, writes Gerald Heard. But
the further science travelled the
farther off seemed the goal. When
chemistry and physics were started
men thought that they would be
there quite soon. They were al-
ways, they thought, just on the
point of finding the Philosopher's
Stone or the Elixir of Life.

But they never did; and grad-
ually chemists gave up hoping for such
triumphs and were content with
smaller finds. Indeed a couple of
generations ago the more chemistry
and physics we knew, the harder it
seemed to understand how life
could be made.

MAGIC DRUGS.

But the stating of a difficulty is
often the first step to solving it.
After they had taken chemicals to
pieces, the chemists began to suc-
ceed in putting them together
again. And they began to study
the peculiar chemicals the body
uses and to analyse them. "You
will never be able to make these,"
said most people. But step by step
the chemists did. First they made
the comparatively simple chemicals
the body makes, such as urea.
And now they can make syntheti-
cally those magical drugs, thyroid
secretion and adrenalin, the drugs
made by the body in the ductless
glands and which are so powerful
that when they are put into our
blood our very characters change.

Soon chemistry will be able to
make all the secretions of the duct-
less glands and we shall be able to
choose our moods and tempers as
to-day we choose, "according to
weather or function, our ties or
overcoats."

But this is only a step. Bio-
chemistry is pressing beyond that.
If we can learn how our moods are
made, cannot we learn how our
bodies are built up? One of the
ductless glands whose secretions
we cannot yet make artificially, the
pituitary gland, we know not only

helps to make our character but
controls the growth of our bones
and of our hair and can make us a
giant or a dwarf.

ANOTHER APPROACH.

But the most striking advances
that chemistry has made toward the
making of life has been up another
approach. Instead of starting with
something as elaborate as our
bodies it has been studying a very
simple form of life. It has tried
to find out how the green leaf takes
in the sunlight and so grows. And
here it has been very successful.
First chemists made the various
chemicals the leaf uses. Those
were not easy to make, for they
are very delicate mixtures. And
then they discovered for what pur-
pose the leaf made them and how
it used them.

It was discovered why green is
such a favourite colour among all
the plants. Chemistry learnt to
make the green colouring stuff
which was named chlorophyll after
its colour. It was discovered that
the green stuff acts as a sort of
screen through which the sunlight
comes and so the leaf can build up
its tissue.

This work was epoch making,
and hundreds of years hence, when
many victories have been forgotten,
it may still be celebrated. For
chemists begin to realise the part
that light plays in the making of
life. They, too, began to try and
do this. They would imitate nature
and see whether they could build
up the stuffs which till then only
nature could make out of the sim-
ple chemicals in the earth.

ARTIFICIAL FOOD.

We had been so long in under-
standing what living tissue is be-
cause we had thought of it as made
of nothing but chemicals. We see
now that it is chemicals plus radia-
tion. Already we know that food
which lacks vitamins, and so will
not support life, can be rendered
as though it had vitamins in it, by
being radiated. Such food has been
fed to children and they have been
nourished. And in the laboratory
research has gone still farther.
Science has made the first synthe-
tic foods. Artificial starch and
sugar have actually been made with
the help of radiation.

(Continued on Page 2.)



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Biscuit Glace

Fruit. Tea or Coffee



SPARKS

FROM THE PLUGS



REAL MYSTERY OF MOTORCALS.

PRACTICAL HINTS ON THE LIGHTING.

[By "CRIB"]

While a group of motoring engineers were discussing the futilities of car owners, the question was asked: "What is the most neglected part of a motorcar?" The answer was the lighting system. There are few motorists to-day who can claim that regularly, throughout the summer just ended, they have examined the battery of their car and topped it up with distilled water whenever necessary. There are fewer still who can claim that at any time during the last twelve months—unless they have had trouble—they have examined the wiring and connection of the electrical system.

Every owner of a car which has seen some service—and indeed of new cars as well—would be well advised to spend an hour or two in their garages tracing out the wiring. It is always a good idea about this time of the year to send the battery away to a service station to be checked up. A service station can quickly discover whether all the plates are functioning properly, and whether there is any sign of impending failure.

A Fire Peril.

The next task is to trace out the main leads, examining every inch for any sign of chafing. Where there is bad chafing the leads should be replaced. Where chafing has just begun, protection can be given by wrapping the affected portion with adhesive tape.

The switchboard should be carefully examined for any signs of loose terminals. Many serious fires have been caused by shorting through live wires becoming loose on their terminals.

Satisfied that the switchboard is in perfect order, the owner-driver should then turn to the leads carrying the current to the lamps. Once every wiring point has been checked, it is a good plan to test the focusing of the headlamps. This is best achieved by utilising the blank wall of a garage as a screen on which to align the lamps. The car should be driven up to within, say, six feet of the wall, the headlamps switched on, and the bulbs moved backwards and forwards until a clear, white circle is shown on the wall. This white circle for each lamp should be devoid of any shadows.

Road Test.

The car should then be taken to a long, straight, dark road, and the lamps so set as to give the best road illumination. This is usually achieved by setting the offside headlamp so that the beam strikes the roadway about three and a half telegraph poles distance ahead. The near side lamp should be fixed so that it points slightly inwards to hit the near side kerb about two and a half telegraph pole lengths ahead—the car meantime being set exactly parallel with the straight roadside and about two feet from the kerb.

When this has been satisfactorily accomplished, the car should be driven back to the garage and the lamps again switched on. Two circles should be drawn on the wall round the two light beams. The position where the car is standing at the time should be carefully noted, so that if, at any time in the future it should become necessary to re-focus the lamps, it can be done in comfort in the garage without the necessity for going out on the road again.

A set of spare bulbs should be carried in the car. If all this is done, the average driver should be able to look forward to a winter's running without any lighting troubles.

BROOKLANDS, 1908.

ONE OF THE OLD BRIGADE LOOKS BACK.

REMINISCENCES OF EARLY DAYS AT THE FAMOUS TRACK.

[By CAPTAIN E. J. NEEDHAM.]

My earliest experiences of attending Brooklands were in 1908. At that time cars competing there were of all sorts and sizes. For instance, at one meeting at or about that time there was a race for omnibuses, and another for London taxicabs, driven by various well-known racing drivers and motor-trade personalities. The race was over a full lap, and the following were among the drivers: Warwick Wright, Huntley Walker, d'Arcy Baker, George du Cros, and Charles Jarrott.

The Brooklands "aces" of those days included the late Dario Resta, afterwards killed there on a Sunbeam car, who used to drive big Mercedes cars for F.R. Fry; Frank Newton, the Napier head driver; Frank Cundy, another Napier driver; Huntley Walker and Warwick Wright, who drove Darracqs; the late Percy Lambert, the first man in the world to cover 100 miles in the hour on a 25 h.p. Talbot just before the War; Jack Hutton; Charles Lane; Sir George Abercrombie; "the Mander brothers, Lionel and Alan, the former now famous in the film world as Miles Mander; "Bobby" Tate; the late Lord Vernon; "Otto" Astley, and many others. A regular race as most meetings was open only to members of the Brigade of Guards, their leading lights being Sir George Abercrombie, Geoffrey Moss (now a well-known novelist), and H. S. Keating.

The O'Gorman Trophy.

At the August Bank Holiday meeting in 1908 was run off the first longdistance race on the track—the O'Gorman Trophy, for racing cars of any size, over a distance of 100 miles. The course was straight round the track, as for the present 500 Miles Race; the pits, too, were in the same place as they are for the latter race. It was a grilling hot day and tyre trouble was much in evidence. I am not to-day able to remember the number of starters, but I am sure there were at least a dozen of them, and a very fine and representative lot of racing cars of the day they were; at least three big Mercedes of 120 h.p. (one entered by the late Lord Harnsworth, one by F. R. Fry and driven by Dario Resta, and a third driven by Charles Lane.)

This latter car set the pace. Alas! after it had covered about seventy miles and was easily leading the field, coming off the "Members' Bank" it suddenly swooped down from the top and dived at the parapet of the bridge over the Wey, hit it, and turned a complete somersault. The mechanic was, unfortunately, killed instantaneously, but Lane got off with concussion and various broken bones. A 50.0 h.p. Napier, driven, I think, by Cundy, burst a tyre on the Railway Straight, and crashed, but neither occupant was seriously damaged. A very old friend of mine, Douglas Pigot, had rebuilt an old 100 h.p. Darracq. This car duly went down to the post in this race, but the falling of the starter's flag was too much for it. It burst into flames on the line, and was more or less completely demolished. Frank Newton won the race on a 60 h.p. Napier at a speed

of 98.5 m.p.h. But it was all a great thrill, and caused a great deal of excitement amongst those present.

S.F. Edge and Napier.

That year there took place a succession of matches for considerable sums of money between cars made by the Napier, Fiat, and Metallurgique companies. I think I am right in saying that S. F. Edge challenged the world with Napier cars in any of the four officially recognised classes for cars of 25 h.p., 40 h.p., 60 h.p., and 90 h.p. and over. Metallurgique accepted in the first three classes and Fiat in the class for the large cars of 90 h.p. and over. This class was won by the 180 h.p. Fiat "Mephistopheles," driven by Felice Nazzaro, at that time the champion driver of Europe. I happened then to be employed by Fiat, and was lucky enough to spend a day at Brooklands with Nazzaro while he was tuning up for this match. A somewhat amusing incident occurred that day; the great Italian "ace" always insisted on driving in black kid gloves—and no other kind would do. As luck would have it, after we had been working on the car all the morning and had got everything ready to go out on to the track, the tragedy occurred! Nazzaro could not find his gloves! After a frantic search, into a touring car we all got, and, with the great man driving, proceeded into Weybridge, where we visited about eight shops before we at last found a pair of black kid gloves. Then back to the track we sped, and out he went and proceeded to put in a lap at about 116 m.p.h.—a pretty wonderful performance for the year 1908. Mephistopheles passed into Sir George Abercrombie's hands, and he won several races with it. The engine was running at Brooklands about four years ago, when the cylinder block came to pieces.

Other cars that were very popular in those days were the 50.6 h.p. Grand Prix Napier, owned and driven by Otto Astley, the two 120 h.p. Mercedes, owned and driven by the brothers, Lionel and Alan Mander, and also their Grand Prix Italia; the two 59.6 h.p. Grand Prix Mercedes, owned and driven by "Bobby" Tate and Lord Vernon; and the 90 h.p. and 60 h.p. Napiers driven by Frank Newton, a magnificent driver, whom I last saw running a garage in Northampton just before the War.

A Fleet of Mercedes.

I must not forget the fleet of Mercedes of all types owned by Gordon Watney, entered by him for a large number of races at every meeting, and on which he put up various young amateur drivers with very successful results. And there were some very odd cars racing, such as, for example, the T.T. Arrol-Johnston owned and driven by Geoffrey Moss, in the control of which he adopted an absolutely recumbent driving position, with his feet up in front of him on the pedals and the steering wheel above his head! Nobody could ever make out how he managed to control it at speed; he would certainly never be allowed to drive it to-day with the present safety regulations!

Malcolm Campbell was another of the regular competitors from about the earliest days on Blue Bird's of various vintage. His famous sprint down the finishing straight with both off-side wheels off, in which he carried away several yards of the iron railings alongside the track, was a wonderful sight, and a thing to be remembered for long by those who witnessed the sight.

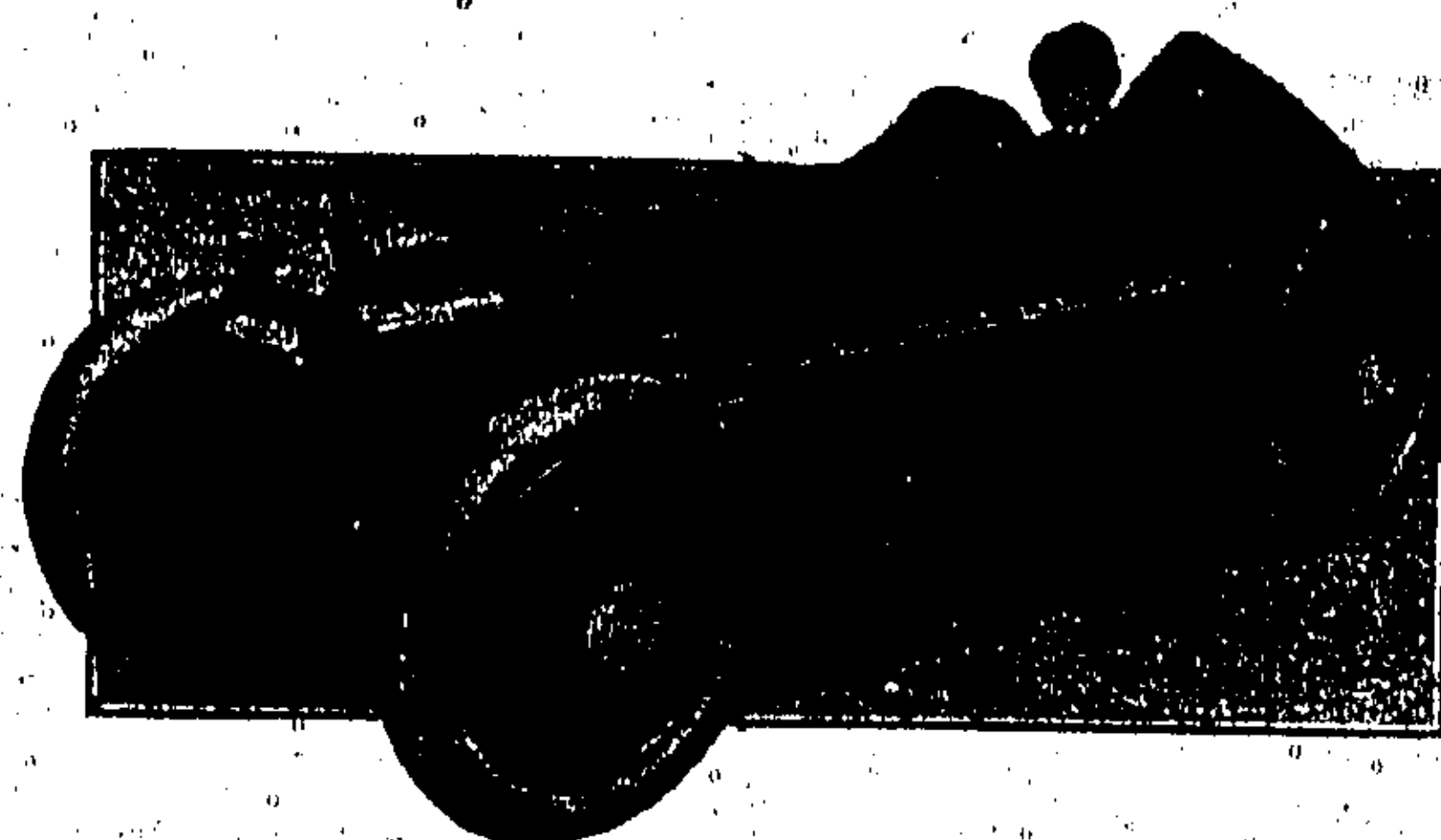
Some Great Drivers.

Two more well-known and popular exponents were "Bill" Moorhouse, who won the first V.C. in the Royal Flying Corps in the War and was mortally wounded in so doing; and Graham Gilmour, one of the most famous of our early aeroplane pilots, who was killed flying a Martin-Handyside monoplane in Richmond Park in, I think, 1911. "Bill" used to race a 70 h.p. Fiat, a 4in. Darracq, and a wonderful little 10 h.p. Isotta Fraschini. This latter car was an exact replica every way of a big 100 h.p. racer of the period. "Bill" used to perform the most amazing stunts in the way of skidding on this car on the dusty waste ground in front of the then aeroplane hangars. He was always at hand to amuse the crowd of aviation enthusiasts waiting for the wind to drop and flying to begin. That was in the days when the very slightest breeze made flying impossible except to the absolute experts. He was one of my very greatest friends and a most delightful personality, a magnificent driver and pilot, always cheerful, and up to any devilment that was going. Graham Gilmour used to race an eight-cylinder V-engined Adams (the "pedals to push" car), and got quite a useful speed out of it as it seemed in those days.

The early days of flying at Brooklands were most entertaining, and a wonderful crowd of would-be aviators used to faggather there. Aviation at Brooklands really began

to return to motor racing, there was one very famous car, which, however, only put in one appearance at Brooklands. That was the eight-cylinder V-engined 200 h.p. Darracq, which for a long while held the world's records for the flying mile and kilometre, owned and driven by Algy Guinness, with whom often rode as mechanic his brother Bill, the famous K.L.G., later to become one of our most successful and skilful drivers. Algy and Bill did not like the Track, but Algy once drove the 200 round it pretty quick for a bet or something of the kind; and did about 115 m.p.h. That was a truly amazing car; it had eight enormous

Leonard Gench, and Jimmy Valentine. They were to make final arrangements for the next day's meeting, at which various Sunbeam cars were to run, and at which most of them were going to perform. All day long train after train was running along the line towards London. Territorial troops returning in haste from their annual training, which they had only attended two days before. Naturally, the air was thick with every kind of rumour of every degree of wildness. Hot was the discussion we all had at the club during lunch as to what would happen to all of us. The next day war was declared, and within a month the two Guinnesses were patrolling the North Sea in their yacht Epona; Gench was similarly occupied in a destroyer; Jimmy Valentine was in on his way to Russia, where he died shortly afterwards; and I was with my



MRS. STEWART.

cylinders in a tiny chassis fitted with only two speeds! Forward and no reverse. The car consisted of the huge engine, a chassis frame, tiny gear box, four spidery fixed wire wheels, absurd little brake drums on the rear wheels only, of course, two bucket seats, a steering column surmounted by an enormous wheel, and a huge brass petrol tank behind. The complete outfit weighed only 19 cwt.

Coming of the War.

My last recollection of the old Brooklands was on the Sunday the day before war was declared. I had gone down to lunch at the Heath Club with Algy and Bill Guinness, Louis Coatalen and his wife, Dario Resta and his wife,

regiment wearing out my boots on the road between Mons and Meaux. I can only hope that these few reminiscences of old days will give as much pleasure to those who read them, and perhaps remember these days, and all those good sportsmen of pre-war days, as they have given me in the remembering and jotting down of them.—From the Autocar.

duty night and day. The light signals will release him during the night, and the "strip control" has the additional economy that it only functions when there is traffic about.

A strip control installation costs about £300 to lay down, and the annual upkeep is negligible. A constable costs, all told, more than £300 every year.

"STRIP CONTROL" OF TRAFFIC.

"FIRST COME, FIRST SERVED" SIGNALS.

CITY OF LONDON EXPERIMENT.

An electrical device similar in principle to that just introduced at Brooklands for timing motor records will shortly be used in the City of London for controlling traffic at cross-roads, and economising police.

Known as "strip control," it enables the vehicular traffic to operate light signals for itself. Traffic reaching a control point from one direction holds the crossing against traffic arriving from another till it is clear.

Across each roadway about fifty yards short of the crossing, electric cables will be laid just below the surface, so that the weight of a vehicle passing over it will close an electrical circuit and signal the vehicle's approach to the master apparatus at the junction, where the appropriate light signal will appear in response.

Suppose traffic were approaching the junction from north and east. If that from the north reached its strip first, the north-south traffic would get the green "go" light, and simultaneously the east-west traffic would be stopped by the red light. Then, after an interval sufficient for the safe passage of the north-south traffic, the lights would automatically change and give the east-west traffic the right of way.

First in Europe.

The site selected for the first experimental trial by Sir Hugh Turnbull, the head of the City police, is the junction of Cornhill and Gracechurch street.

As soon as the installation is sanctioned by the City Corporation the work will be put in hand. It will be the first in Europe, and the experiment will be watched with much interest by other traffic authorities, especially the Metropolitan police, who have recently been examining the system themselves. If satisfied, Sir Hugh intends to adopt the device at other points.

The Home Office is pressing for increased use of automatic control in the interests of economy. At the Cornhill-Gracechurch street crossing a constable is now on point. (Continued on Previous Column.)

Mrs. Gwendolyn Stewart

IN THE WORLD'S FASTEST BABY CAR ATTAINED A SPEED OF 109.13 m.p.h. ON GARGOYLE

Mobiloil
VACUUM OIL COMPANY INC.

tively started in 1909, when Louis Paulhan was there for a week giving exhibitions on a Henri Farman biplane, although A. V. Roe and one or two other pioneers had been experimenting there for some time previously.

Lord Trenchard.

Amongst many others who learnt to fly at Brooklands were Air Marshal Lord Trenchard, who afterwards for so many years commanded the R.F.C. and R.A.F.; Major-General Sir Frederick Sykes, now Governor of Bombay; Major-General Sir Sefton Bracker, killed in the appalling disaster to the R101; and many others due to become famous as high commanders in the R.F.C. and R.A.F.

I must not forget the famous and wonderful exhibition of looping the loop given by the French aviator Begoud, the first man in the world to loop the loop in an aeroplane. This was, if I remember rightly, in either 1912 or 1913. He gave exhibitions on three consecutive days, and he drew such a crowd as has never been seen since at the Track. Cars were parked the whole way round the Track, two and three deep. His performance created tremendous excitement and enthusiasm among the spectators. I think I am right in saying that the late Gustave Hamel was the first English airman to perform this feat, but many others were, soon doing it.

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| TOURERS DE LUXE | \$2,900.00 |
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| TOURERS, COUPE DE LUXE | \$3,750.00 and \$4,300.00 |
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| SALOONS DE LUXE | \$4,500.00 |

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SPARKS FROM THE PLUGS

CARS AND THE COURTS.

JUDGE ON DRINK AND MOTORISTS.

THE EFFECT OF EVEN ONE PINT.

Colonel Gilbert Farraday Collett, D.S.O., of Cheltenham, was at Gloucester Assizes found not guilty of the manslaughter of Alfred John Tabram, a motor-cyclist, and was discharged.

Colonel Collett had been questioned respecting the drinks he had and said he did not think they had anything to do with the accident.

Mr. Justice Swift: If you add all the drinks he had during the day together they seem an awful lot, but taken drink by drink do you suggest it was very much?

Mr. Earengay (prosecuting): I agree the drinks taken at lunch may be disregarded.

The Judge: Are two glasses of sherry, one whisky and soda and a glass of port an extraordinary amount of liquor for a man to take between six and eight o'clock?

Mr. Earengay: I should think it would for a man going to drive a car.

"Not Excessive."

The Judge: Some people may think a man who is going to drive a car should not take any drink for an hour before driving, but public opinion has not got as far as that yet.

The judge added that even the smallest amount of alcohol had some effect. It destroyed a man's sense of proportion and control and he drove faster and took risks he would not otherwise have done, even after one pint of beer. But that was a very different thing to

being under the influence of drink so as to be incapable of driving a car.

He (the judge) would not have thought the drinks taken by Collett would be excessive.

DEATH OF TWO GIRLS.

A motor smash in London-road, Mitcham, which resulted in the deaths of two girls and serious injuries to two others, was described at Croydon, when Charles Henry Pratt (18), of Sutton Common-road, Sutton, driver of the car, was sent for trial charged with the manslaughter of Peggy Holbrow and Irene Nash, both aged 10, with dangerous driving, and with doing bodily harm to two other girls. He denied the charges and reserved his defence.

CABINET MINISTER SUED.

Sir Archibald Sinclair, Secretary for Scotland, was sued at Kingston County Court recently for £73 3s. 2d. damages caused to a motor vehicle in a collision at cross-roads.

Sir Archibald said that he was in no hurry at the time. His chauffeur was driving at from ten to fifteen miles per hour and did not see the other car until it was close upon him.

Judgment was given for Sir Archibald, Judge Harington said that in his opinion both drivers were to blame.

THIRD TRIAL ALLOWED TO 'BUS COMPANY.'

The London General Omnibus Company were at Clerkenwell County Court granted an application for a third trial of the action in which they were sued for damages by Richard Thomas Gribble, Hampden-street, N.W., who had his right arm amputated after being knocked down by a bus.

At the first trial the jury awarded Mr. Gribble £250. There was a new trial on the 'bus company's application, and £500 was awarded.

In opposing the application, a solicitor said it was a very serious matter for a poor man who was engaged in litigation with a rich concern if there was to be no end to the litigation.

Judge Rowlands sympathised with the plaintiff, but said he considered the verdict of the jury was reasonable.

Judge Dumas will hear the new action, without a jury.

A LITTLE KNOWLEDGE OF THE LAW.

A former employee of the London General Omnibus Company, Albert Ernest George Nutt, of Valence-avenue, Chadwell Heath, was summoned at Stratford, for smoking in a bus whilst a notice was exhibited prohibiting this.

A solicitor explained that until this year notices forbidding smoking in buses could not be enforced. Nutt knew the difficulties in that respect, but he had evidently not read or heard of the Road Traffic Act, which empowered the prohibition, and when he was asked to cease smoking he answered: "It is no good your telling me—I know the law."

Nutt was fined 10s.

This enables the driver, by the judicious use of the engine, to keep control of the rear wheels. On a really dangerous road it is practically fatal to disengage the clutch unless one is trying to achieve an uncontrolled skid.

DELIVERING THE NEW CARS.

MANUFACTURERS SPEED UP PRODUCTION.

ENGINE AS A BRAKE.

SPEED KINGS ANSWER A MOTORING PROBLEM.

Now that the Motor Show is over, manufacturers are busy preparing to fulfill the contracts entered into. This is not always such a simple matter as it would appear, writes Norman W. Rae in the *Evening Standard*.

I know of one firm which will not produce a single car for at least six weeks. Very often a manufacturer has no real idea how a new model will "take" with the public, and so production on a large scale is not attempted until a certain number of orders have been booked. "A model hailed as a revolutionary design at Olympia some time ago, was never seen again. It did not appeal to the average owner-driver. If a large number of these cars had been manufactured in the expectation of a brisk demand, the manufacturer would have suffered heavy loss."

Mass Scale Production.

I have received letters from readers who state that they went to the Motor Show prepared to buy a car on the spot and that they were unable to obtain delivery. This explanation, I hope, will be satisfactory.

There are, of course, many firms able to give quick delivery of the cars shown at Olympia.

As a result of conferences held during the past few days, production is to be speeded up, and by the end of this week deliveries on a mass scale should have begun.

A reader has written to me asking whether, when applying the footbrake, one should disengage the clutch or leave it engaged.

I consulted Captain Sir Malcolm Campbell and Mr. Kaye Don, the "speed kings," and Professor A. M. Low. They were unanimously agreed that the clutch should be left engaged, except when the car was travelling so slowly that there was a risk of stalling the engine by applying the footbrake with the clutch engaged.

"I invariably use the engine to assist me in braking," said Captain Sir Malcolm Campbell. "Actually, I use the engine as a brake as often as I use the footbrake itself."

"When travelling at high speed," said Mr. Kaye Don, "I always use the engine as a brake. Actually the engine is more powerful for braking purposes at high speed than the average brake."

"When stopping a car I leave the clutch engaged until I am down to about 8 m.p.h.—only then do I disengage it."

A Road Test.

Naturally, the engine is of great assistance in pulling up. It is easily proved. Apply the footbrake when passing a telephone post or field gate, with the clutch engaged, having lifted the foot off the accelerator the moment the brake is applied. Measure the distance. Then repeat the performance, this time throwing out the clutch the moment the footbrake is applied. It will be found that the distance taken to pull up will be anything from 25 to 50 per cent. greater.

On a greasy road it is always better to keep the clutch engaged. (Continued on Previous Column.)

ON THE EVE OF BIG DISCOVERIES.

(Continued from Page 1.)

At first, like fairy gold, the precious stuff could not be kept. But now a way has been found to fix it. Artificial food is here, though today it is only a very small and very expensive baby. Yet, by now, we should know how quickly science's babies grow into Samsons that upset everything. We should watch that baby.

But, of course, artificial food is only a little step for science. When we can turn out sugar and starch as to-day we turn out soda and ammonia—which last century were chemical wonders—when we can make all food in test tubes, science will be tackling the problem of making the living cells which build up our bodies.

RADIATION.

To-day we can't quite see how the cell manages to grow. But undoubtedly radiation gives us a clue.

It had been noticed, as soon as they were in use, that high-power electric cables, crossing above a hedge would make the hedge grow taller in that place, and grass has been noticed to be thicker and richer where a buried cable ran under a field. Then when we began to learn, at grave loss, the power that X-rays and radium have to affect the skin and flesh, these radiations began to be used to alter the living cells, and many tumours

have been cured in this way. Later, as we all know, radium has been and is largely used for relieving cancer.

But the progress is slow. We do not know enough about the cell, the unit of all life. What is becoming clearer and clearer is that the cell is sensitive to radiation, to an immaterial influence, in a way our grandparents would have thought quite impossible. Yet this radiation seemed at first only able to affect the cell by killing it. It could be used to kill morbid cells and, if used stronger, it would kill healthy cells.

NEW LIFE.

At last, however, it was discovered how to use radiation not to kill life but to make new forms of it. The germ cell carries, stored in microscopic packets in it, all the characteristics of the full sized animals or plant that will grow out of it. You can, of course, change the animal's or plant's characteristics by cross-breeding, but it was held that you could never add to them. You could shuffle the pack; you could never add new cards.

But now it seems by radiation, and by radiation alone, you can add new cards, you can make new forms of life. For a long time researchers tried all sorts of ways, by heat, cold, and drugs, to change the germ cell and make it produce new features. Then they tried radiation, and for some time that, too, seemed a failure. You could kill the germ's power of reproduction, you could not change its germ cells. But at last, by using just the right

degree of weak Gamma radiation, altered germ cells were produced and new plants and animals have been made.

So we have taken a great step toward understanding life and learning how it is built up. For it was always a mystery as to how the different forms of life arose. If the germ cell can never change its character how can everything have evolved? There came the discovery of mutations, that is that the germs of plants and animals do every now and then for no apparent reason suddenly change. But how and why? The answer we now see may well be by coming into contact with just the right radiation.

A NEW INSTRUMENT.

So we cannot doubt that we have in radiation a new instrument with which to study, to alter, and to build up new living forms. And most lately of all, we have begun to find, as perhaps we might have expected, that living things themselves send out radiation. These are the so-called Myogenic rays. There has been much controversy about them, but it seems now becoming clear that they are really a true radiation. They have been studied coming out of the roots of growing plants and it has been found that one root affects the growth of another by this radiation.

Yes, through the study of radiation we are on the threshold of such discoveries about life that simply being able to make food in the laboratory—though that discovery must itself completely change our civilisation—will seem a little thing.

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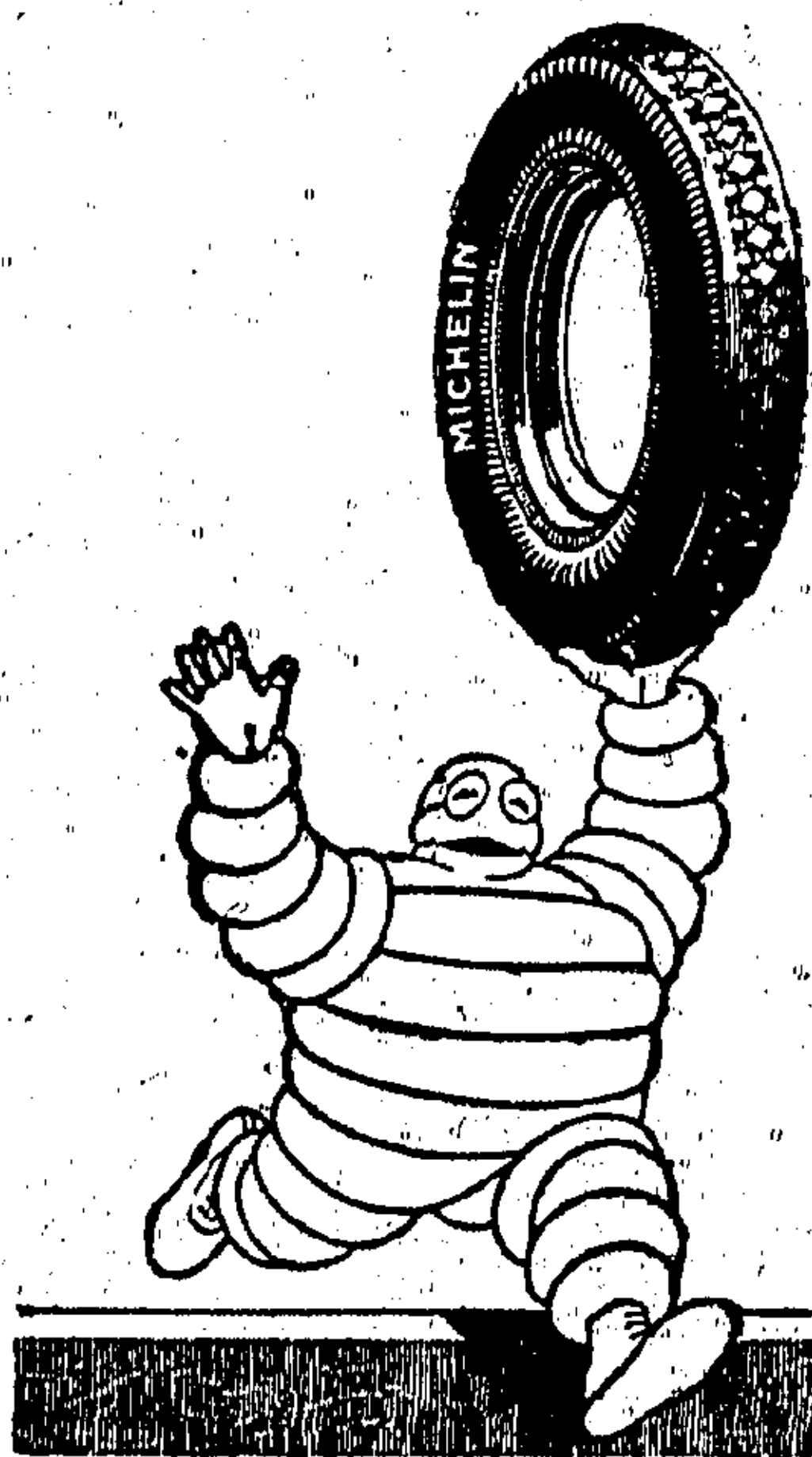
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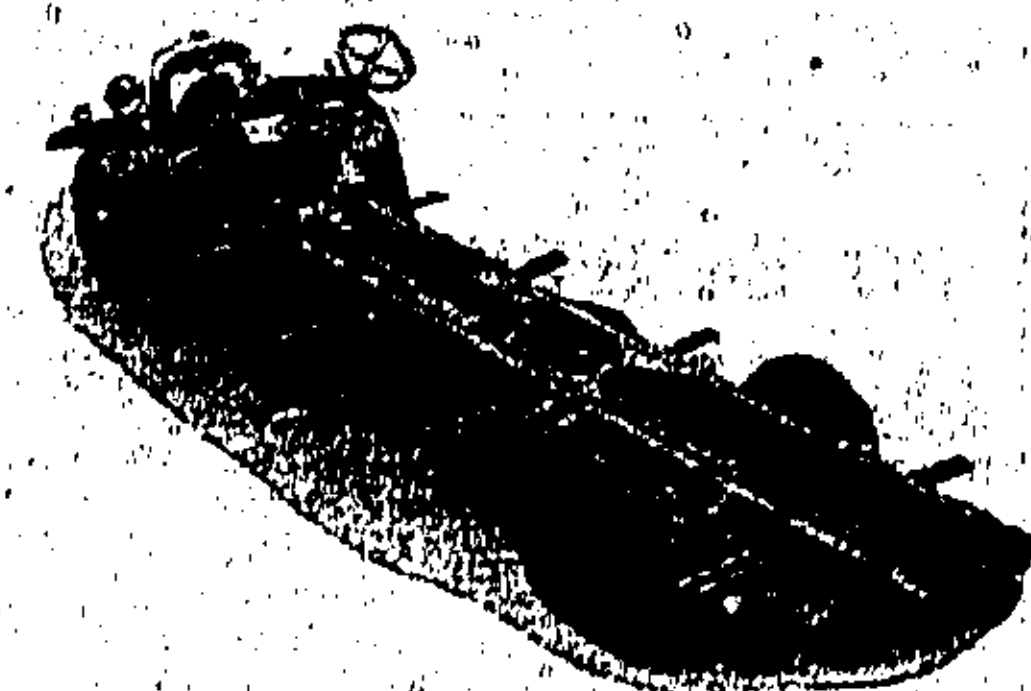
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"DICK" SHEPPARD ILL AT MEETING.

COLLAPSE IN ALBERT HALL.

London, November 11.—When Dr. H. R. L. ("Dick") Sheppard, who recently resigned the deanery of Canterbury Cathedral, was speaking at the United Churches Disarmament demonstration at the Albert Hall last night, he was taken ill, and was unable to continue his speech.

He had just said: "We want courage to go gallantly through life," when he swayed, his face became very white, and he fell back into the arms of Mr. Lansbury and another speaker.

Those on the platform loosened his clothing, while he could be heard saying, "It's all right. There's nothing wrong."

The organist played a hymn, and afterwards the chairman (Mr. W. H. Ayres, formerly M.P. for North Bristol) said, "I think everyone knows the very great heroism 'Dick' Sheppard has shown in coming here to-night. When the heroes of peace are prepared to do that it is a very great recommendation for the gospel they preach."

Dr. Sheppard, refusing assistance, later walked off the platform, and after waiting for his car a short while, was driven home. He has had one or two illnesses during the past few years, and last night he was suffering from an attack of asthma.

At a late hour last night a reporter was informed that Dr. Sheppard had completely recovered.

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ON VIEW FROM MONDAY, the
7th DECEMBER, 1931.

TERMS—CASH ON DELIVERY.

CATALOGUES will be issued.

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ON VIEW FROM THURSDAY, the
10th DECEMBER, 1931.

TERMS—CASH ON DELIVERY.

LAMBERT BROS. AUCTIONEERS.

TWO CHAMPIONS COMING

'BIG' BILL TILDEN

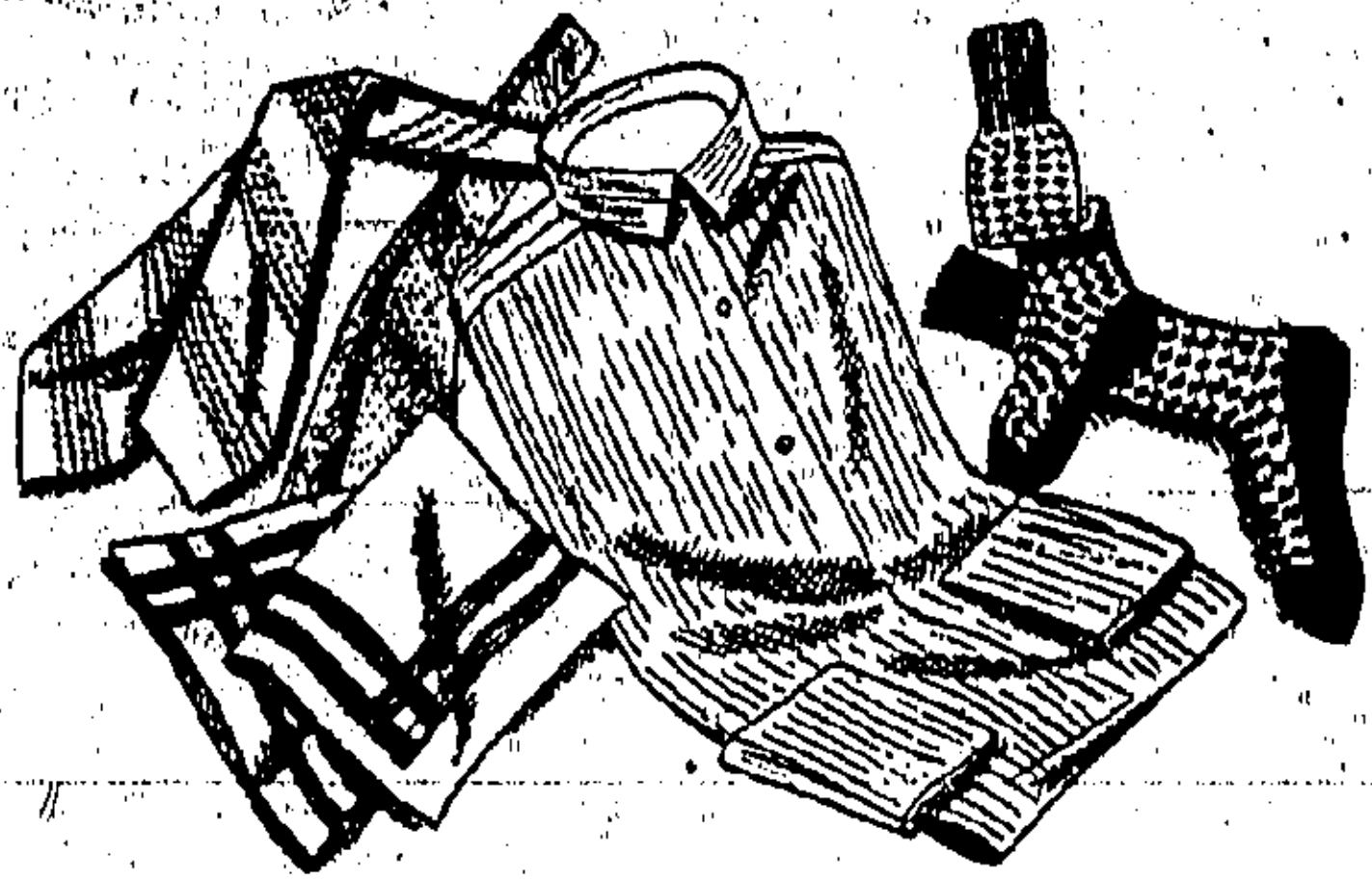
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"POOR DAY" FUND.

APPEAL TO PUBLIC FOR MORE DONATIONS.

The gross sum realised from the sale of roses, motor-car draw and the bazaar organised by the Society of St. Vincent de Paul in aid of the poor of Hong Kong amounts at present to \$20,835.60. Expenses have been heavy as usual and the net proceeds will amount to about \$13,000.

There has been a falling off of donations. Last year this source provided \$1,235, and the total donations so far received amount to \$755.10. An appeal is made to the public for more donations to help this worthy cause. It may perhaps not be known that the disbursements of the Society to the poor amount to about \$1,900 a month, so that the total so far realised will hardly cover the good work during a whole year.

The Society acknowledges with grateful thanks the following donations:

Mr. E. Mauricio	\$25
Lady Ho Tung	25
Sir Robert Ho Tung	150
Mr. D. H. Cooper	10
Mr. A. Rollins	20
Major H.B.L. Dowbiggin	10
Mr. J. M. de Castro Basto	20
Mr. Li Ping	25
Hong Kong Amusements, Ltd	100
A. G. Everett	25

HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. R. D. G. WOLFE, C.M.G., I.C.P.)

Winter Uniform.

Winter uniform will be taken into general wear as from December 1.

Chinese Company.

Training Course—Part II.—Constable R30 Ho Yu Nam has been passed out as efficient in Part II. of Training Course (knowledge of Police and Regulations.)

Training Course—Part II.—All recruits will attend at the Chinese Company's Headquarters to-day at 5.30 p.m. for instruction.

Inspection Parade.—All ranks of the Chinese Company will parade at Central Police Station on Thursday, December 10, for a general inspection of equipment, etc., by the Company Commander. Fall in at 5.30 p.m. sharp under P/Sgt. R. J. Hunt. Dress: Blue uniform, cap with white cover; belt (without frog), truncheon, whistle, armband and badge, "Pocket Policeman" and note-book to be carried. Those not in possession of uniform will attend in muffi. No member may be absent from this parade without leave from the Company Commander. The Equipment Officer will make it a point of being present. Recruits will attend.

N.C.O.'s Class.—All N.C.O.'s will attend the Chinese Company's Headquarters on Friday at 4 p.m. for instruction under Mr. Paterson, P.P.T.S.

Indian Company.

Training Course—Part II.—All members who have not passed Part II. of Training Course should attend at the Chinese Company's Headquarters, 17, Queen's Road Central, on Thursday, at 5.30 p.m.

Flying Squad.

Members who are detailed for special duty at the races will parade at Central Police Station on Saturday, at 12.45 hours sharp.

Sharpshooters Company.

Company Drill.—The monthly Company Drill will be carried out on Kennedy Road on Friday, at 5.15 p.m. Members will fall in at that hour outside Queen's Pier. Uniform: Blue uniform, cap with white cover, belt, holster, revolver and truncheon. All members must attend.

(Sgd.) D. L. KING,
D.S.P. (R.)

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but an evidence of good faith.—Ed.]

CHARITY BALL AND CONCERT.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

SIR,—I shall be exceedingly obliged if you will be kind enough to allow me through the medium of your esteemed paper to make a report of the result of the financial success of the Charity Ball and Concert, which was held on November 10 last, at the Hotel Cecil for the purpose of raising funds in aid of the Northern China flood sufferers.

My Committee has just had the account closed and audited, and I am instructed to state that the total takings for that evening, including donations and advertisement funds, amounted to \$4,615.45.

With regard to all expenses and other incidentals necessary for the organisation of this Ball and Concert, I am directed to mention that ten members of the committee namely:—Mr. and Mrs. M. F. Ma Messrs Chan Wai Chuen, T. O. Tao, Peter Do, Sin Cheuk Man, Chiu Tsan Yu, Pankson Chan, Soemin and myself were responsible in defraying this sum by contributions among ourselves, thus all overhead charges have, by this means been disposed of and every cent that came in went towards the Relief Fund.

In respect of the success of this Ball and Concert, I am pleased to state that thanks are especially

A WOMAN'S TURN

SURELY YOU ARE NOT GOING TO LET THE MEN WIN ALL THE PRIZES IN OUR CHRISTMAS COMPETITION. WE WANT MORE LETTERS FROM WOMEN THIS WEEK.

See page 12 for details of our Christmas Competition.

due to the Hon. Sir Shou Sen Chow, the Hon. Dr. R. H. Kote-wall and the Hon. Dr. S. W. Tao for having acted as our patrons, to Mrs. Southern, Ngan Shing Kwan, General Cheung Wai Cheong, Admiral Chan Chak, Chan Lim Pak, W. T. Stanton, Napier and Brandel, Lo Cheung Shiu, Woo Hay Tong and Langston, for their subscriptions to the Wing On Co. Ltd. and the Sincere Co. Ltd. for decoration and help for disposing of tickets; to the Management of the Hotel Cecil, my Committee are grateful for their generosity in lending the Ball room free of charge in addition to the supply of dinner free for the 500 persons who were present.

Our thanks are also due to the following firms:—Messrs. Duddell and Co. Ltd., Caldwell Macgregor and Co., Jardine Matheson and Co., Ltd. for gifts of wine; Messrs. A. S. Watson and Co. Ltd. and the Sincere Co. Ltd. for aerated water; Messrs. M. Y. San Co. Ltd., the Sun Co. Ltd., Nanyang Bros Tobacco Co. Ltd., Cheung Wo Tobacco Co. Ltd., the Nestle Milk Co., and the Taikoo Sugar Refinery Ltd.

A cheque for \$4,015.45, being the entire proceeds as above stated, has been sent to the Tung Wah Hospital for despatch to the flood area.

Thanking you for encouraging upon the space of your valuable paper.

Your etc.,
For the Charity Ball and Concert Committee.
P. H. SIN
Hon Secretary.

HANYANG-PIRACY.

SEARCH FOR PIRATES' GUARANTORS.

SHANGHAI AUTHORITIES ACTIVE.

A clue, which might possibly lead to the tracing of some of the gang of men connected with the piracy of the s.s. Hanyang, is now the subject of inquiries by the Shanghai police and the British Naval authorities, who are engaged in the work of tracing the people who made it possible for the pirates to make the trip.

The Hanyang carries neither piracy guards nor has the protective grills so familiar on ships on the China Coast, but is safeguarded to some extent by the fact that guarantors are required in the case of all passengers at the port in which they embark.

Guarantors Destroyed.

It is usual for the guarantors to be placed in the care of the ship's commander, and the pirates, apparently aware of this, made it one of their tasks to destroy all the original guarantors deposited with the commander.

It appears, however, that certain of the documents were not with the commander at the time but with the Chief Officer, and these, according to a report, have been handed to the Police, who, in conjunction with the Naval authorities, are endeavouring to establish the identity of some of the pirates who took part in the outrage.

It will be recalled that as a result of an expedition to Namon Island undertaken by H.M.S. Sterling in co-operation with the Chinese authorities, a quantity of the Hanyang's cargo, which has been looted, was recovered. This cargo was landed at Swatow, where it is believed, steps are being taken to sort it out before sending it on to Hong Kong. No indication of the value of the cargo lost or recovered can as yet be given as the task of checking has not yet been completed.

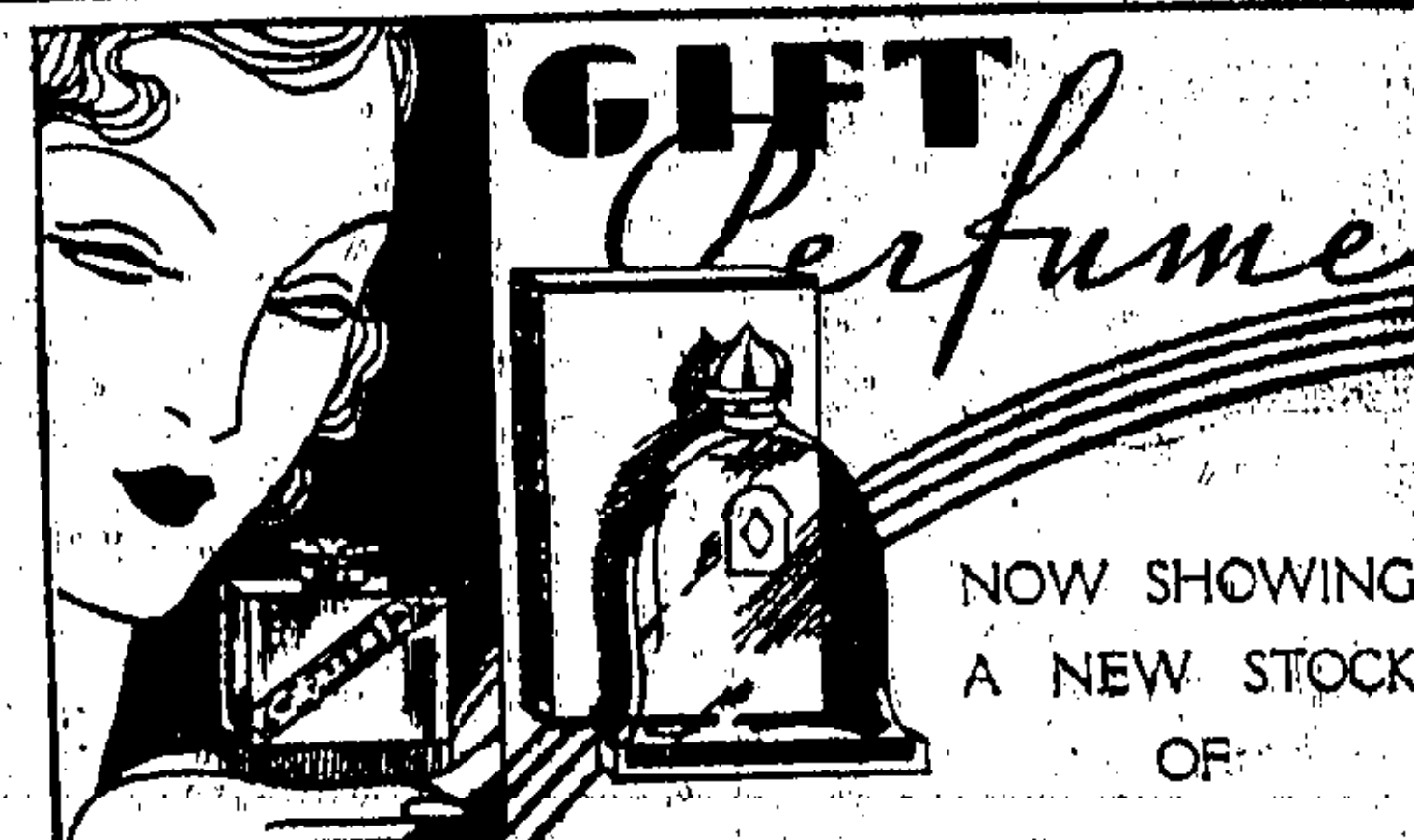
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YUNNANFU NEWS
LETTER.FLOODS, AND RELIEF
MEASURES.

(From Our Own Correspondent.)

November 28.

Flood Relief and efforts to raise funds for the help of sufferers have been the main item of interest outside of the prevailing concern over the China-Japan question. A unified committee, representing all groups in the city, and cooperating with the National Flood Relief Commission in Shanghai, has been pushing the programme of raising money. Schools, Y.M.C.A., Military Groups, and others organized entertainments. The Chamber of Commerce took contributions directly. Most government employees have had regular deductions from their salaries. Over two hundred thousand Yunnan dollars have been raised and remitted.

The flood affected Yunnan territory in ten hienas around Yenching Hsien. Local merchants and gentry organized and handled the first urgent relief. Their headquarters were in Chaotungshien. The Yunnan International Famine Relief Committee also made a grant for urgent relief. In addition, \$40,000 Shanghai currency has been allocated by the Shanghai Commission for relief in Yunnan affected areas. It is understood that the Yunnan Government will administer this.

From the Tibetan Border.

Rev. J. Morse, a missionary from Abazine, near the Tibetan border, has recently come to Yunnanfu on business. He made the trip that usually requires 32 days in 10. He reports the west road as being clearer of banditry than in the last eight years. Rev. and Mrs. Geo. H. Booth, of the China Inland Mission at Yung Chiang, Yunnan, have recently arrived to meet their son returning from Chefoo School. They report a good journey down, with no molestation.

Personal.

The Rev. and Mrs. Sandback, of the English Methodist Mission, with two children, have recently arrived from England. They plan to proceed to Chaotung, where after language study they will engage in the evangelistic work of their Mission.

Mr. Henry S. Waterman, American Consul at Saigon, French Indo-China, has left Yunnanfu after a ten days' visit with Mr. H. E. Stevens, American Consul in Yunnanfu.

Local Americans observed Thanksgiving Day quietly on Thursday, the 26th. The Rev. H. A. Baker and Mr. V. D. Parker invited guests to dinner. Following dinner Mr. Parker organized games, especially baseball, in which young and old participated.

On Sunday, November 22, the ceremony of the opening of Nan Ching Primary School was held in the new quarters of the School near the North Gate. It is organized as a Model Primary School. Governor Lung, Chairman of the Directors, attended the ceremony.

LOCAL ESTATES.

TWO PETITIONS GRANTED.

Local estate, worth \$51,000, was left by the late Li Woon Nam, who died at Tung Wah Street, Sai Ling Sze, Toi Shan District, Kwangtung, on April 10, 1925. Letters of administration with the will annexed have been granted to the widow, Li Tse Shi, sole executrix, temporarily living at 71, Shantung Road, Mongkokkwei.

In his will, testator directs that all his property, including shop premises at 73, Bonham Strand West, together with other premises in Tung Wah Street, Toi Shan, and cultivated lands at Chung Lung Tung, Toi Shan, shall be handed over entirely to the executrix, who is to enjoy all the privileges thereof.

Lee Wah Yip, a clerk employed in the China Export Import and Bank Company of Osaka, Japan, who died intestate on January 20, this year, at Kobo, left Hong Kong estate worth \$4,500. Letters of administration have been granted to the widow, Le Mon Au Pin, temporarily living at the Kung Woo Boarding House, 83, Des Voeux Road West.

HONG KONG STOCK
MARKET.

YESTERDAY'S TRANSACTIONS.

The morning session yesterday opened quietly steady, with an advance in prices in one or two instances.

Sales.

Unions, \$430.
Electrics, \$78.
New Engineerings, Tls. 61.
Hotels (old), \$15.30.
Lane, Crawford's (old), \$6.00.
Constructions (new), \$1.35.

Buyers.

Shanghai Explorations, Tls. 20.40.
Providents (old), \$5.20.
Providents (new), \$2.40.
Hong Kong Lands, \$90.
Humphreys (old), \$13.
Ewos, Tls. 16.
Peak Trams (old), \$14.
China Lights, \$27.00.
Telephones (part paid), \$30.
Coments (combined), \$19.
Watsons, \$18.70.
Amusements, \$19.

Hong Kong Government Loan, 92 per cent. premium.

Wharves, \$151.
Hotels (old), \$15.40.
Hotels (new), \$14.80.
Hong Kong Realities, \$12.15.
Trams, \$21.
Star Ferries, \$95.
Hong Kong Electric, \$78.
Ganton Tees, \$5.60.
Daily Farms, \$29.
Sincros, \$18.
Entertainments (old), \$10.
Entertainments (new), \$10.

Sellers.

Bank of East Asia, \$120.
Raubs, \$43.
Venezuelan Goldfields, \$2.
Daily Farms, \$29.
S.C. Enterprises, \$10.

AFTERNOON SESSION.

A better feeling has prevailed during the day, a feature of the market being China Lights, Hotels, Trams and Daily Farms.

Sales.

Banks, \$1,550.
Hotels (old), \$15.35 (15.40).
Trams, \$21.
Telephones (part paid), \$26.
Unions, \$430.
Ewos, Tls. 16.
China Lights, \$27.00/27.50.
Daily Farms, \$29.

Buyers.

Unions, \$435.
China Lights, \$27.00.

Sellers.

Banks, \$1,550.

COULD YOU USE
\$90.00

?

\$10.00 out of our total of \$100.00 offered as prizes in our Christmas Competition has been won. There are still \$90.00 which you may win.

See the details of our Christmas Competition on page 12.

LOSS TO SHANGHAI
TURF.DEATH OF MR. GEORGE
DALLAS.

The racing community of the Northern port had hardly got over the death of Mr. R. E. Toeg, the "grand old man" of Shanghai racing when death robbed it of another very prominent racing man, in the person of Mr. George Dallas, who passed away at his residence, No. 14 Kaikiang Road, on Sunday, December 6.

Mr. Dallas, who was 61 years of age, was one of the most popular figures on the Shanghai courses for many a year. He was a very keen race owner and owned the formidable string of "Day" ponies, which have earned such an enviable record amongst racegoers in Shanghai.

The late Mr. Dallas was instrumental in the formation of the Kiangwan Race Club, which has grown into one of the most important racing clubs in China in recent years.

In his early years, Mr. Dallas used to race his ponies in Hong Kong, but had only indifferent success. He was known among racing men for his shrewd judgment of the China pony and much of his success was due to the fact that he took a personal and very able interest in the training of the "Day" stable.

Mr. Norman Dallas, who is one of the best-known and most successful jockeys in Shanghai, is his son.

MUSICAL NOTES.

Heifetz—The Misunderstood Encore
—A Reply to Mr. Pepys—
Forthcoming Events—
Review of Records.

[BY ALLEGRO.]

Well, well, I think that Heifetz, Strok, the King's Theatre management and the Hong Kong Musical Society should be feeling very satisfied with the magnificent audience which turned up on Friday last, in spite of sundry counter-attractions. Heifetz is one of that small group of virtuosos who can attract the man-in-the-street, the man who does not profess to know music but likes to hear one who has reached the pinnacle of his art.

Kreisler and Heifetz, Paderewski, Pachmann and Chaliapine can fill a hall anywhere and be sure of success on a return visit. But it would be difficult to extend the list of these popular idols. Galli-Curci found it easy to fill halls on her visits to a town, but, alas, her second appearance was never so successful, and the same thing applies to many of these first-rate artists.

Heifetz is the perfect technician; his virtuosity surpasses that of any other violinist; his gradations of tone are marvellous; and in his playing he gets as near as possible to perfection in execution. One can be absolutely certain he will not make a slip. He plays the most difficult passages with such an ease of style and such a complete absence of mannerisms that you can devote all your attention to the music without any distractions.

On the other hand, this calm unflinching demeanour does militate against that intimate companionship which one feels with many performers. The recent article on Stage Presence and Mannerisms dealt with this subject and there is no need to go over the ground again.

There are some who say that Heifetz is unemotional and that he has no soul. Certainly the effect of his playing is to arouse admiration for its perfection, rather than to stir up the emotions, though I think there is more underlying his music than there used to be. To put it bluntly, the most difficult piece played perfectly by Heifetz leaves many people "cold," whereas Kreisler has merely to play a trifle like Schumann's *Träumerei* to arouse in those same people the keenest musical delight. And the same is true of lesser musicians than Kreisler, who, though lacking Heifetz's flawless technique, nevertheless score over him in interpretation and the ability to stir their hearers to a pitch of fervent enthusiasm. In other words, there is an undefinable music "it," which is possessed by some virtuosos and not by others; and Heifetz has not got it.

That "Encore."

As I have said, a popular idol like Heifetz attracts not only musical folk, but also the man who likes to see a fiddle well played (or the ivories thoroughly tickled). His magic name draws forth from the furthest corners of the Peak those whose counterparts at home could be relied upon to grace Covent Garden with their presence if dear "Betty of York" were going to be there. It is also a fact that you can see at his recitals good old hardened "lowbrows" who often point fingers of scorn at "musical folk" and jocularly enquire: "Well, what is a trio, anyway?" Yes, even the latter come to Heifetz and try to look bright until they fall asleep in the middle of the *Symphonic Espagnole*, and cock up one eyelid when they recognise a lighter number.

This being the case, Heifetz has to be prepared for surprises—for people who take a mere cessation of sound to mean the completion of a piece and who think the programme is over when it is not.

I wonder whether his Hong Kong experience is a common one. In the second half he was to play a group of five short pieces, followed by Ravel's "Tzigane." At the conclusion of that group there was enthusiastic applause and Heifetz gave Mendelssohn's "On Wings of Song" as an encore, a piece which I thought was fairly well known. Can it be believed that a large proportion of the audience thought that that was the Ravel piece and that the concert was over? A few people left, but the rest of the audience remained seated and a fair number of them kept up senseless bursts of clapping—awaiting the inevitable encore which comes at the conclusion of recitals. Heifetz returned twice with his violin and twice without it, but, they gave him no rest. When he did come on to play the "Tzigane" they took this to be his encore; and

of course, when this was over—thinking he had "obliged" once—they stopped applauding and rose from their seats almost before he had got off the platform! Only a recrudescence of clapping from a small number of people eventually brought him on again to give us "Valse Bluette," which was certainly more than we deserved.

Since Friday I have met dozens of people who thought the Mendelssohn was the Ravel! (They probably thought the Ravel was Bach.) Poor Ravel would have stirred in his grave at the very idea of it. But stay, I'm not really sure whether Ravel is dead or not. Maybe I'm mixing up him and Puccini—or even Mendelssohn.

Reply to Mr. Pepys.

And now for a few quiet words with Mr. Pepys. He has been wrath in these columns because of "the presumption of the intelligentsia of musical folk here that they be angered with the rest of us because we do not go to hear their fanatics, and do rebuke us in public in the newspapers." He points out that "their conduct be as opinionated as if a player of akittles should in public reprove another for that he did play tennis and did forbear to come to the alleys."

This outburst is occasioned by some remarks in a recent critique on the Schneider Trio concert. I did not contribute the critique but I support the writer's views, and should like to point out that Mr. Pepys has misunderstood them. Musical folk have never been angered with "the rest of us" for not turning up at concerts which are unattractive and meaningless to non-musical people. It is ridiculous to expect an avowedly unmusical man to come to a concert because it is good for his soul, or for his education, or even as an escort for his misus. What incensed that writer was the fact that the "self-styled intelligentsia" of the Colony, those who loudly proclaim their devotion to the art, those who so adore music, are frequently conspicuous by their absence—not at one concert, but at almost all concerts throughout a season. They were prevented by bridge or tennis; they didn't see the advertisement; they really meant to come but they had some important shopping to do. Oh, yes, Mr. Pepys, there are plenty of them. I'm sure no one would want to drag you away from the skittles or the Snake Pit. You are not hypocritical.

Coming Events.

Teresina, the Spanish dancer, who was advertised as "coming" on the Heifetz programme, will in all probability appear at the King's on the 23rd. She has with her a pianist and a guitarist, but I believe she bears the entire burden of the programme. She is presented by Mr. Strok, which is a good recommendation. His next artist will be Rachmaninoff, but we shall have to wait four or five months for that treat.

On the 11th inst., the Philharmonic Society will give their first performance of "Miss Hook of Holland," which I hear went very well at its first dress rehearsal. Miss Luba Pecker who had to postpone her piano recital at the Helena May last Thursday, will give it in the same hall, early in the New Year. At the next concert, December 17th, Miss Ida Hoyt Chamberlain, from Canton, will give a song recital. The programme includes "I've been Roaming," "Care Solve," "Viseo d'Arte" from Tosca, a French song, two of Granville Bantock's songs from the Chinese and two compositions of her own. There will also be two piano solos.

It is to be hoped that the misfortunes attending these concerts in the past two months—which include two cancellations and one performance to about a dozen people—are at an end, and that between now and March they will regain their popularity. To ensure this, there must be no more cancellations, unless they withdraw the March 3rd fixture, which, coinciding with the Annual Flower Show, is already blighted in advance.

Five of the piano concerts mentioned in the recent radio lecture have now been broadcast. The next ones will be Liszt's E flat (on Friday), his Hungarian Fantasia (on the 14th), Franck's Variations Symphoniques (on the 18th), Brahms' B flat (on the 21st), Tchaikowsky's B flat minor (on the 23rd) and Rachmaninoff's C minor (on the 25th).

Regarding Chopin's F minor Concerto, which was broadcast last week, played by Marguerita Long and the Paris Conservatoire Orchestra, it has now been recorded for Victor by Arthur Rubenstein and the London Symphony Orchestra. It is altogether a better recording. Moutries have about four sets in stock, and those interested should make early application to try this work on approval. Its cost is \$20.50 net.

REVIEW OF COLUMBIA AND
REGAL RECORDS.

Owing to limitations of space, it is easier to review this month's records by placing them in categories, as the *Sunday Express* does with films. Here are the degrees of heartiness with which they are recommended; all recommendations affected by the state of reviewer's liver at the time the records were heard.

*** Enthusiastically recommended.
** Very good.
* Good.
* Moderate.
I Irritating.

AAAC Avoid at all costs.

COLUMBIA.

Vocal.

*** Heddie Nash (DB 903) Machushla and Eileen Allannah.
I Binnie Hale (DB 908) You didn't have to tell me, I know it all the time.

All the same Binnie tells us this night time!

** Layton and Johnstone. (DB) I wanna sing about you.
** Layton and Johnstone. (D.B.) Whistling in the Dark.

** Vocal Gems: The Chocolate Soldier. (DX 294).

Orchestral.

*** "With a Song in my Heart" Symphonic Rhapsody transcribed by Eric Coates for orchestra (re-ordered) (DX 63).

*** Mozart: Eine Kleine Nachtmusik (A Little Serenade) Bruno Walter and British Symphony Orch. (LX 144/5).

** Selection: Waltzes from Vienna.

Organ.

* Reginald Foort. (DB-612) Whistling in the Dark.

Piano.

*** Goisovink. (DX 277/8) Beethoven's Sonata in D minor.

Grackling has made an extraordinary name for himself in Europe. Many people whose opinion is weighted over that once they heard him no other pianist satisfies. I believe this is his first record.

Oratorio.

I Debroy Somers Band (DX 283) Stealing thro' the Classics: Oratorio.

It is a pity they don't keep to dance music, leaving Oratorio to others.

Octet.

** Squire Celeste Octet. (DB 598). (Echoes of the Loves Dream after the Ball).

Dances.

** Berliner Tanz Orchestra (CB 344) (Mousie) (F.T.); (Following the Drum) (F.T.).

** Jack Payne and B.B.C. Band. (CB 338) Sitting at a Table Laid for Two (F.T.).

* Jack Payne and B.B.C. Band (CB 337) There's Something in Your Eyes. (F.T.).

This record, marked Tango, is good if regarded as a slow foxtrot.

REGAL.

Vocal.

** Val Rosing and John Burnaby (407) I wanna Sing about You Dream a Little Dream about me.

Dances.

** The Midnight Minstrels. (403) Maybe it's the Moon (F.T.); Pardon Me, Pretty Baby. (F.T.).

** The Midnight Minstrels. (402) If You're really and truly in Love (F.T.).

Good, because it is so like Tiptoe thro' the Tulips.

** The Midnight Minstrels. (401) Down beside the Dutch Canal. (F.T.).

** The Rhythm Troubadors. (400) Whistling in the Dark (F.T.).

* Kosmos Club Tanz Orchestra (397) Waltzes from Viktoria and her Hussar.

Miscellaneous.

AAAC Street Barrel Organ playing various ditties.

Where is the attraction in buying a record like this, when ordinarily you would pay twopence not to hear it?

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| CB 50 | CUCKOO FIGARO | ... | WALTZ |
| CB 57 | LOVE IS A DREAMER | ... | Fox Trot |
| CB 60 | HARMONY HEAVEN | ... | " |
| CB 60 | GOOD-BYE TO ALL THAT | ... | Slow Fox Trot |
| CB 121 | THE BARMAID'S SONG | ... | " |
| CB 121 | BE CAREFUL WITH THOSE EYES | ... | Fox Trot |
| CB 122 | IN A QUIET CORNER | ... | " |
| CB 122 | ONE NIGHT ALONE WITH YOU | ... | " |

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ADVERTISEMENTS

THE HONG KONG JOCKEY CLUB

THE FOURTEENTH EXTRA RACE MEETING will be held at HAPPY VALLEY on SATURDAY, 12th DECEMBER, 1931, commencing at 2 p.m. The First Race will be Run at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed. No one without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (Both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for Payment of all bills etc. Members' Enclosures will not be on sale at the Race Course.

Members obtain, upon Application to the SECRETARY, Badges (limited to ONE) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pretext will Children be permitted in either Enclosure during the Meeting. Tickets are obtainable at the Club House provided they are ordered from the No. 1 Box by 5 p.m. on the 11th DECEMBER. Telephone 21920.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all Persons including Ladies, and is Payable at the Gate. Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, Tie Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting. Tickets will be obtainable in the Restaurant in the Public Enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 7th Dec., 1931.

UNION INSURANCE SOCIETY OF CANTON, LTD.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

THE CHINA LIFE INSURANCE COMPANY, LTD.

NOTICE.

THE Undersigned resumes charge of the above-named Companies as from MONDAY, the 7th DECEMBER, 1931.

By Order of the Board,
PAUL LAUDELL,
General Manager.
Hong Kong, 4th Dec., 1931.

HONG KONG AUTOMOBILE ASSOCIATION.

THE ANNUAL DINNER DANCE will be held at the PENINSULA HOTEL, KOWLOON, on FRIDAY, DECEMBER 18th, 1931.

Tables may be booked at the Peninsula or Hong Kong Hotels. Charges for each person \$5.00. Payment must be made when booking tables, tickets will be issued.

By Order,

B. D. EVANS,

Hon. Secretary.

1930

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MISS HOOK

OF

HOLLAND

Owing to the length of the Opera it has been decided to commence the evening performances at

9 P.M. Sharp

instead of 9.15 as previously announced.

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London Office: 53, Fleet Street, E.C. 4.

HONG KONG, DECEMBER 8, 1931.

The Daily Press.

HONG KONG, DECEMBER 8, 1931.

A MATTER OF SOCIAL HYGIENE.

THE Sanitary Board is making a wise and moderate attack on the habit of spitting. Accepted practices are not to be abolished by acts, orders and regulations, but they can be circumscribed and gradually eliminated by first changing the attitude of enlightened persons and engaging their support and co-operation. Spitting is not to be allowed in restaurants, except into the usual receptacles, and these articles have got to be properly looked after by the proprietors of these places. We are sure that no reasonable person could take exception to these regulations and no doubt the resolution to be put this afternoon by the Chairman of the Sanitary Board will be accepted without opposition, and any remarks made will probably be of a laudatory nature.

The objection to indiscriminate spitting, from the Government's point of view is not that refined persons find it nauseating to see and to hear, but that it spreads consumption. The Government regulations merely seek to minimise the ill effects in places where infection is particularly liable to be spread. There is no attempt at abolition. That may be a far-off ideal, but it is not the immediate concern of the Government. Before abolition can be accomplished, the cause of the practice, widespread and often chronic catarrh, will have to be eliminated, and that is a matter of a better physical standard among the poorer members of the Chinese community. Only a steady improvement in housing, the provision of athletic facilities, and above all, education in hygiene during the coming years can effect such a change. Spitting, in fact, will go on, and all the health authorities can do is to promulgate mild regulations of a kind that will be generally accepted, and need a minimum of enforcement by law.

The success or failure of regulations on these lines really rests with the leaders of the Chinese community, and with the Chinese press. No doubt all enlightened persons will lend their aid in developing a correct public opinion in this matter, with the hope of effecting a reduction of the terrible

disease which is spread by this habit.

The practice of spitting was common enough in Great Britain a couple of generations ago. No one particularly objected to it, except in very refined circles. The majority of Britons were frank offenders. It was the doctors who made us all reform by frightening us about the danger of tuberculosis.

Appalling figures were given of the percentage of people who died annually from the disease and of the number who caught lung trouble as a result of the prevalence of this habit. Even the germ population floating in the air, waiting to be swallowed when we opened our mouths to eat, to speak, to yawn or for any other purpose was accurately computed. Ladies and gentlemen were taught that spitting was bad manners with such effect that the loquacious of dowagers and the chill disapproval of persons with authoritative manners were recruited to the crusade. So great has been the victory in England that it is really not delicate to refer to the matter and, except in a few public places where men of all classes meet to smoke and drink, no notices are necessary. We all know that snobbery is very reprehensible, but in this instance it has been used to good purpose and in a very proper cause.

The resolution to be put to the Sanitary Board contains the proviso, "that the board may, in its discretion, exempt in writing any premises from the above requirements." It is to be hoped that as few invidious distinctions as possible will be made; that not too many eating houses will be allowed to announce on their sign-boards as a special attraction "spitting where you like." We hope that if the Sanitary Department finds initial difficulties it will not use "its discretion" with such frequency that the law is in danger of becoming a dead letter. Perhaps if sufficient fuss be made about obtaining these official exemptions "in writing," the eating house keepers of Hong Kong will fall into line and show themselves not only converts, but devotees, of clean floors and the new science of hygiene, as taught by their friends the Sanitary Inspectors.

A QUESTION OF VALUES.

BECAUSE our immediate problems are mainly in terms of economics we are inclined to forget that they arise out of more profound and permanent questions than how to produce and how to distribute. The economic organisation of the world depends not so much on mere efficiency as on the world's moral values, and our civilisation, as the head master of Harrow has pointed out will stand or fall not by the wealth we accumulate or the power we wield but by the adequacy of the ideal that inspires ordinary men and women. It is perhaps a just consequence of the general acceptance of a material philosophy that now the balance of trade should be held up as the ultimate index of our well-being and that the abomination of desolation, should be, in the eyes of our governors, a depreciated currency.

It may be, Dr. Norwood said, "that we have followed false values so long and are so committed to them that we have no way out now gone too far, and that this particular civilisation of ours must be scrapped, and that we shall be surprised with it." Certainly a material civilisation could suffer no more apt fate than the present situation, when our wealth is the cause of our starvation. It is not that we have gorged and so become soft and decadent, as happened to many past civilisations; it is that we have so zealously multiplied our possessions that their weight has made us impotent. We are flattered out by our possessions. Millions of people are idle and in want because of our possessions. The leisure that our wealth might have made available is wasted in the aimless lives of the unemployed, the security for thought and the slow perfecting of human society that it might have given is wasted in aimless rivalry between one nation and another. Is it altogether surprising that there are some who look forward to the final collapse, whether from revolution or from war, because then, at least, it will be possible to begin again from a clean desert?

★ News and Views ★

Tale of the Day.

"The woman I marry must be a good swimmer."
"What for?"
"So that she'll know how to keep her mouth shut."

Beer in its Perfection.

What is perfect beer? An expert at the Brewers' Exhibition claims that at last it has been produced, made, of course, from British hops, and "for condition, flavour, purity, and food value reaching a higher standard than ever."

One does not find the word "strength" in this list of virtues, but beer-drinkers should hope for the best.

"Just Right."

If strength is really there, the beer is indeed "just right." But not, one trusts, in the sense of the criticism of an agricultural labourer on the beer supplied at harvest time by a stingy farmer.

To a visitor from London who, having tasted the poor stuff, asked why the man called it "just right," the reply was, "Of course it's just right. If it 'ad bin worse we couldn't 'a drunk it, and if it 'ad bin better we shouldn't 'a got it. So it's just right!"

Home-Grown Sleepers.

Many people have often wondered why British railways have never found a satisfactory steel sleeper, because they have seen lots of them in other countries. Now it is announced that the Great Western Railway has at last found suitable steel sleepers of a new type, with "chairs" all in one piece. By the end of the year it will have laid 94 miles of track with them.

If these prove satisfactory the railway companies will be able to effect substantial savings in the course of years. Employment will be provided for British steel works, and money that would have gone abroad to pay for foreign timber will be spent in England.

Europe's Oldest Man.

The report that a Polish peasant, reputed to be 123 years old, has started to grow a new set of teeth has been received by dentists with great reserve. In extreme old age, they say, there is a tendency for broken stumps of old teeth to emerge, which might have given rise to the story.

Nature's refusal to provide us with new teeth in later life has always seemed the only exception to her normally generous tendencies. A number of people no doubt hoped this discovery would prompt the dental profession to investigate means for growing rather than for extracting.

But the vested interests in dentures are enormous, so one supposes there would be little encouragement for such research.

Sir Edward Elgar.

Many of the guests at the ceremonial dinner of the Worshipful Company of Musicians expressed their wonder that the greatest living English musician, the veteran Sir Edward Elgar, carries his 74 summers so lightly.

Advancing years bring no diminution of his erect, almost military bearing, nor of his hale and hearty appearance. With ready wit "E.L." as Sir Hugh Allen called him, took up the latter's quip about his "sadder side"—his interest in horses and horse-racing.

Played Everywhere.

Sir Hugh Allen, the Principal of the Royal College of Music said that in a recent tour of the world he had heard Elgar's music everywhere, from the Australian bush to those islands of the Pacific where dusky beauties weave their spells. In a town of Transjordan he made the laborious ascent of the terraces of a Greek-Roman amphitheatre, only to be greeted at the top by the strains of the Elgar Variations on a gramophone.

Confusion.

"May I venture to suggest," writes a lady correspondent to a Home paper, "that the new B.B.C. building might suitably receive the alternative name of 'Tower of Babel'?"

A Public School Novel.

There has just been published a new novel of public-school life. It is called "Destination," and differs from the ordinary public school novel in that there is little story in it. It is, in fact, an analytical study of the psychology of an introspective boy in relation to his school-fellows, his masters and his parents. The style is immature, but the powers of observation are remarkably developed. A RUSSIAN AFFAIR. The author is Mr. Leonid Bely. He is nineteen years of age and is a Russian, who after enduring all the horrors of the revolution went to England in 1920. His book is vivid and provocative. It should cause some heart-burnings mixed with indignation, especially among public-school masters.

Rheumatism.

The news that American research workers have demonstrated that rheumatism is due to a streptococcus should be treated with some reserve. It is a little too early yet to say that the battle between the "bacteria school" and their critics, which has lasted over 15 years, is over.

The only test of such discoveries is whether or not other workers with the same methods are able to get the same results.

★ Local Notes and Events ★

The Hong Kong dollar appreciated further and opened at 1s. 1-15/16d. yesterday.

The fourth annual dance of the Hong Kong Ladies' Hockey Club will be held at Lane, Crawford's Restaurant on Friday, January 8, 1932.

A small pet dog was found straying near The Pharmacy on Sunday and was removed to the Kennedy Town Dogs' Home by the police. The owner of the animal may have same upon application.

We have been informed by the Secretary of the Football Association that the venue for the R.A.O.C.-Kowloon match in the second division of the league on Saturday has been changed to Chat-ham Road ground.

We have been informed that up till December 3, the number of people vaccinated by members of the St. John Ambulance Brigade totalled 47,300. The Mongkok Division holds the list with a total of 15,214 while the Chinese Athletic Association is second with 8,883.

Owing to the length of the musical comedy, "Miss Hook of Holland," to be produced by the Hong Kong Philharmonic Society, it has been decided to commence the evening performances at 9 p.m. sharp instead of 9.15 as previously announced.

In view of the outflow of hard cash in large sums from various Chinese ports to foreign countries, which has been caused by the uncertain situation in North China, the Ministry of Finance (states a message from Nanking) will shortly issue an order forbidding the exportation of silver dollars. According to the Chinese bankers, no less a sum than \$6,000,000 in hard cash has been shipped from Shanghai to the north during the past few weeks with the result that the local money market is threatened with dislocation.

One case of diphtheria was reported over the week-end.

When the s.s. Tsinan arrived from Shanghai and Amoy on Sunday, Mr. D. W. Scott, a passenger, made a report to the police to the effect that while the vessel was between Shanghai and Amoy, someone entered his cabin and stole \$400 in money.

The case in which three Chinese are charged with armed robbery at 131, Shoung Sha Po Village on November 30, and with receiving stolen property, was again before Mr. J. A. Fraser at Kowloon Magistrate's yesterday. At the end of the day's hearing, however, it was remanded until 11.30 a.m. to-day.

At Kowloon Magistrate's yesterday, a Chinese named Choi Ping Kwong was charged with obtaining \$150 from a woman by means of a trick. It was stated that the defendant offered to give the woman a few thousand dollars if she let him have \$150 with which to work his "charm." Hearing was fixed for next Monday afternoon.

The Chinese Ratepayers Association has addressed a letter to the Shanghai Municipal Council requesting the authorities of the International Settlement not to interfere with the "patriotic movements" of the Chinese people because such movements are permitted under the Criminal Code and the Provisional Constitution, and further, that the Council should not fear "the barbarism of might but adopt a sympathetic attitude towards such peaceful movements."

for all races will close on the 19th inst., and that post entries will be allowed to the Detached Squadron only. This exception has been made to enable those vessels to take part in the Regatta. There is every prospect of the forthcoming Regatta proving one of the most successful ever held in Hong Kong.—*Hong Kong Daily Press*, Dec. 8, 1931.

Until then most British doctors, one imagines, are likely to regard the news dispassionately, remembering the sad fate of an earlier "discovery" of the germ causing the form of rheumatism we call heart disease.

A Mystery of \$2,000,000.

The mystery of an alleged fortune of \$2,000,000 said to have been left in England by a German 68 years ago is being again discussed.

A letter from Arnstadt, Germany, has been received by the chairman of the Transjordan Health Committee requesting that an endeavour should be made to trace relatives of Ferdinand de Gros, to whom the \$2,000,000 estate is said to have been left by an uncle named Gottlieb Daniel Nobenthal.

It is said that a man named De Gros lived in Transjordan about 1863. But it is apparently impossible at present to trace any of his connections.

The letter received is signed De Gros, and the writer claims to be a nephew of Ferdinand de Gros.

Broken Men.

There are 8,000 ex-Service men in mental hospitals and more than 32,000 officially recognised as suffering from neuroticism.

This is revealed by the Ex-Service Welfare Society, which has established homes and curative centres for the treatment of these "broken men."

The society, which is in urgent need of financial aid, points out that last year more than 8,000 interviews were given to men seeking assistance, and 9,979 meals and 3,173 beds were provided for applicants who did not require in-patient treatment.

The Professional View.

"Here is a paragraph taken from an article on ammunition which appeared recently in a military magazine," writes a correspondent to the St. John's Review. "It seems admirably to emphasize the cold-blooded brutality which the spirit of war brings forth."

The paragraph is as follows: "From the point of view of neutralization, an enemy wounded man absorbs even more enemy activity than does a dead one. His evacuation and maintenance entail the employment of far more personnel than would his burial, his return to the fighting line is often ineffective, and though the permanent elimination of effectiveness is of primary importance, in the early stages of a campaign the choking of hospitals with wounded, of lines of communication with hospital trains, of back areas and home bases with shaken and mutilated tale bearers, and the wastage of transport and supplies entailed thereby, will all go as far as heavy mortality to throw the enemy into confusion."

Viscount Glenapp, son and heir of Lord Inchinn, the famous owner of the P. & O. shipping line and other companies, arrived in the Colony yesterday by the s.s. President Coolidge from Manila. He is on a combined business and pleasure trip to the East, following a visit to Australia, accompanied by his daughter, the Hon. Patricia Mackay, a son, the Hon. James Mackay, Lady Violet Stow and her daughter, Miss Cynthia Stow. The party arrived in Manila from Australia by the E. & A. Company's s.s. Nankin, but all except the Viscount's son transferred to the President's Coolidge. They proceed from here to Shanghai.

The Viscount, who was born in 1897, was educated at Eton and Trinity College, Cambridge, and was called to the Bar in 1910. He served throughout the Great War with the 12th Lancers and M.G.C. (Cav.). In 1915, he married the youngest daughter of the late Lord Justice Moriarty.

He is Deputy Chairman of the P. & O. Co., partner in Mackinnon, Mackenzie & Co., Calcutta; Macdonald, Hamilton, Sydney; and Gray, Dawes & Co., London; as well as managing director of Wm. Oory and Son and the Marine Insurance Co.

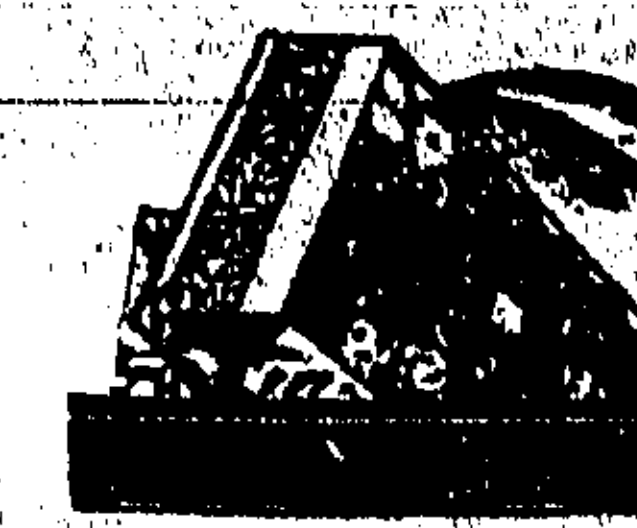
from the files.

Looking Back 25 Years.

At the Naval and Military Lodge on Thursday night the following officers were installed for the year 1907.—Right Worshipful Master, Wor. Bro. A. W. Hill; Immediate Past Master, J. Smith; Deputy Master, F. Howell; Substituted Master, F. Last; Worshipful Senior Warden, E. A. Chapman; Worshipful Junior Warden, G. W. Coysh; Secretary, J. J. Binkie; Treasurer, J. McLeod; Chaplain, F. Winter; Senior Deacon, Bro. C. W. West; Junior Deacon, Bro. Newman; Organist, W. J. J. Gatt; Stewards, C. H. Parkinson and J. E. Gibson; Inner Guard, H. E. Lowther; Tyler, J. Vanstone.—*Hong Kong Daily Press*, Dec. 8, 1906.

Looking Back 50 Years.

The Victoria Regatta is fixed to take place on the 23rd and 24th inst. It is under the patronage of their Excellencies Sir John Pope Hennessy, Vice-Admiral Willes, C.B., and Lieut. General Donovan, C.B., and Commodore Cuming, R.N. The Hon. F. B. Johnson, Colonel Hall, R.A., Captain Tracy, H.M.S. Iron Duke, Lieut. Col. Geddes, R.F.C., and Messrs. H. C. de Kerckhove, A. Mayer, and H. Hoppe, act as Stewards. The programme is similar to that of last year but, it will be noticed, the Ladies' Purse is this year a pair of reds instead of a sculling race as formerly. This alteration, which is a judicious one, was made in order that it should not be a walk over as it has on several occasions proved. Both for this race and the 6th event on the second day, trial heats will be rowed a week or so before the meeting, as there are more crews entered than there are boats to pull in the Club only possessing three pair-oared outriggers. Particular notice is drawn to the fact that entries (Continued on Previous Column.)



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HONG KONG & KOWLOON.

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Mackenzie & Co., Calcutta; Mac-

donald, Hamilton, Sydney; and

Gray, Dawes & Co., London; as well

as managing director of Wm. Oory

and Son and the Marine Insurance

Co.

Ten Men on a Raft.

On a raft floating in the midst

of wreckage some 75 miles off

Cartagena, Colombia, ten men were

recently sighted by a Panama Air-

ways pilot.

EXPORT OF ARMS
FROM BRITAINSIR JOHN SIMON EXPLAINS
PROCEDURE

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 7. In the House of Commons Sir John Simon announced that the Foreign Office granting licences for the export of arms is entirely actuated by the consideration of whether the action is likely to affect friendly relations with foreign Powers, this consideration governing the export of arms to China and Japan. In the case of China no licence is granted unless the Chinese Government gives a permit.

BOYCOTT OF BRITISH
GOODS?BENGAL CONGRESS PARTY
PASS RESOLUTION

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Dec. 7. The conference of the Bengal Branch of the Congress Party has passed a boycott of British goods, British banks, British insurance and steamship companies, and other British undertakings, declaring that the time has come to resume civil disobedience. The resolution provides for the boycott of all foreign cloth.

GERMANY AND THE
GOLD STANDARD.NO INTENTION OF GOING
OFF

[THROUGH REUTER'S AGENCY.]

BERLIN, Dec. 7. Persistent rumours in foreign financial circles to the effect that Germany will shortly abandon the gold standard have led to the issue of an official announcement again emphatically denying the suggestion. It is understood that among the steps contemplated to meet the difficult situation is the promulgation, probably on Tuesday, of an official decree designed to reduce the cost of living. When that has been achieved, cuts in salaries and wages will take place. It is not anticipated that the Socialists will declare war on the Government as a result of the proposals.

AUSTRALIAN
CRICKETBRADMAN AGAIN SCORES
DOUBLE CENTURY

[THROUGH REUTER'S AGENCY.]

SYDNEY, Dec. 7. In their match against S. Africa, New South Wales compiled 446 runs for eight wickets. Bradman, in a characteristic free scoring innings, collected 219 runs in 234 minutes. He hit fifteen 4's. Hird 76 not out.

WAR ON INDIAN
TERRORISTS.DRASTIC POWERS CONFERRED
ON AUTHORITIES.MURDER GANGS TO BE
BROKEN UP.

Calcutta, Nov. 30.—Cases of attempted murder by terrorists will be punishable by the death penalty under the new Ordinance to which the Governor of Bengal, Sir Stanley Jackson, referred at the St. Andrew's banquet here to night. The Ordinance gives the authorities drastic powers in dealing with known terrorists and with a view to the frustration of anticipated attacks. The Under-Secretary of State for India, Lord Lathom, announced a few days ago that there had been 85 terrorist offences in India from the beginning of this year up to the end of August. This announcement was followed by the formation, in Calcutta, of an anti-terrorist organisation by young Europeans. Immediate steps are being taken to break up the terrorist gangs, and the coming out of the Chittagong area has already begun. The authorities here are at present searching for 30 terrorists, believed to have been concerned in the raid on the Government armoury a few months ago.

BRITAIN'S TARIFF
WALLNO MODIFICATIONS
POSSIBLE AT PRESENT

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 7. As was anticipated the postponement of the visit of French Trade Delegation to London was announced yesterday in Paris. The announcement stated that the British Government, while accepting the principle of a friendly conversation on the tariff question, had declared that an immediate conversation would be premature, as no modifications could in present conditions be made in the new British tariffs.

BELGIAN MINISTERS
IN LONDON

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 7. M. Paul Hymen, the Belgian Foreign Minister, arrived in London, last night, with M. Van Langenhove, the Secretary-General of the Department of Foreign Affairs. To-day he will meet Sir John Simon and on Tuesday Mr. Walter Runciman.

SOVIET DEMAND ON
FRANCE.SUPPRESSION OF WHITE
ACTIVITIES.

MILITARY SCHOOL IN PARIS.

Paris.—Complete suppression of all White Russian activities with the extinction of the powerful White Russian General Staff is known to be one of the conditions which Soviet Russia has stipulated before it will enter into any pact of non-aggression with France. Although the negotiations are proceeding favourably, the Soviet representatives have made it clear that France and Russia cannot join in a treaty while thousands of former Czarist officers old noblemen and soldiers continue to meet and swear allegiance to the Romanoff pretender to the throne. The organisation which the Soviets want to break up is centred in Paris, and was formed in March, 1927. Its status was confirmed by the Commander-in-Chief of the Russian Armies, Grand Duke Nikola, and the principles of a regular military school was elaborated after the plans of General Nicola Golovin. The school is divided into three classes, superior, intermediate and reserve. There are students, in-structed for regular attendance and others who form a part of the organisation of military preparedness without being regularly listed. The thoroughness of the White Russian organisation is seen in the fact that 50 months, or more than four years, is required to go through the various categories of instruction, and the men in charge are almost all veterans of the World War, of course, still loyal to the Romanoffs.

Strict Discipline.

Strictest discipline is maintained in the headquarters of the schools at Paris, and the organisation is closely allied with various other Russian military organisations outside of Russia. The new student, whether he takes up the purely scientific courses or the purely military curriculum, must be recommended by two prominent White Russians. From 1931 on, the school will grade men, appoint officers to commissioned posts, and carry on all the complicated organisation of military instruction formerly conducted by the Czarist Government. Although students must, in subscribing, take the oath of loyalty to the Romanoff regime, the White Russian military organisation attempts to exalt the status of the soldier, instead of teaching him to hate and ridicule other armies as prevalent in the Red Army. The course of studies in the White Russian military organisation comprises such branches as strategy, cavalry tactics, chemical warfare, general staff operations, equipment replacement and, in fact, all the subjects required by the most up-to-date superior military school. It is this organisation which the Soviets fear the most in Europe. The organisations of White Russians which are purely propaganda societies are of lesser importance than the White Russian military school. Whether or not the French Government has the right to intervene in a purely military educational enterprise is a problem for the Ministry of Foreign Affairs, inasmuch as the school (Continued on next column.)

BERT HINKLER'S
WONDERFUL FEATFIRST WEST TO EAST
SOUTH ATLANTIC FLIGHT

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 7. Mr. Hinkler arrived at Haganworth at 2 p.m. from Tours, France, and was welcomed by Sir Philip Sassoon, the Under-Secretary for Air, and other leaders of British aviation.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 7. Mr. Bert Hinkler, the Australian aviator, arrived at Le Bourget this morning and is due in London to-day on the completion of his great flight from New York via Jamaica, Venezuela, Brazil and West Africa. He will be officially welcomed by the Air Minister, Lord Londonderry, and many eminent aviators. Hinkler's wonderful hop from Brazil to Bathurst, in Gambia on the west coast of Africa, was the first trans-Atlantic flight to be made in a light aeroplane and was the first West to East flight across the South Atlantic.

The cruising speed of Hinkler's Puss Moth aeroplane was only 106 miles per hour and, although equipped with extra petrol tanks, the maximum range possible is believed to have been a little over 2,000 miles. The margin of safety was thus extremely small for a hop across the Southern Atlantic which was one of 1,850 miles. Hinkler risked the possible delay of head winds, but owing to magnificent navigation never went from his course.

CONTROL OF DRUGS
IN INDIA.FAR-REACHING PROPOSALS.
IN REPORT TO GOVERNMENT.

New Delhi, Dec. 1.—Far-reaching proposals are to-day put forward in the report to the Government of India of the Drugs Inquiry Committee. The following are the main recommendations: The legislative control of drugs. The registration of practitioners of indigenous medicine. The imposition of a 5 per cent. duty on imported chemicals and drugs. An additional duty of 20 per cent. on undisclosed formulas. The establishment of central provincial laboratories and medical advice councils.

B.B.C. SYSTEM FOR NEW
ZEALAND.

Wellington, Nov. 5.—The House of Representatives to-day passed the Broadcasting Bill, which is to establish a system similar to that in Great Britain. The Board of Control is to take over from the existing company on January 1st next. This decision provides an interesting parallel to the change which is to take place in Australia on June 30 next, when a corporation similar to the B.B.C. will supersede the former private Control Board of Australian Broadcasting.

does not specifically exist against the interests of a foreign and friendly power.

The Unwritten Law.

In accordance with the unwritten laws of the Republic, France does not interfere with various national organisations so long as they do not plot against the existing regime. The White Russian colony in France, however, is numbered by the thousands, and its leaders are men of the highest integrity, old friends of France, titled aristocrats, princes, grand dukes, and men foremost in various walks of life. The school in France maintains its own military tribunal, and, under the presidency of General Miller, successor to the abducted General Koutepoff, all questions of honour and soldierly discipline are settled in accordance with the regulations accepted by the union of former Russian armies. The rules concerning etiquette are meticulously observed, and something of the old French Revolution discipline has been instilled in the Russians. The general is addressed as "Your Excellency," and ranking officers are addressed as "Monseigneur Le Colonel," or "Monseigneur Capitaine," etc. Although these titles constitute the antithesis of French Revolutionary salutations, which was the simple citizen, the spirit of camaraderie and fraternity keeps the organisation together in friendly collaboration. It is indeed difficult to forecast just what measure of tolerance or control the French Government will extend to this powerful yet legitimate organisation of former allies within its frontiers.

SINGAPORE
DEFENCE BILLUNANIMOUS OPPOSITION
BY UNOFFICIALS

[THROUGH REUTER'S AGENCY.]

SINGAPORE, Dec. 7. Owing to unanimous opposition by the Unofficial Members of the Legislative Council to the Defence Contribution Bill, principally on account of payment in connection with defence and the naval base, the Governor has decided to refer the measure to the Secretary of State for the Colonies.

The Bill proposes to fix for the Colony an annual contribution to Imperial and local defence of \$5,000,000.

BREECHES BUOY RESCUES.

TRAWLER ASHORE IN GALE.

The crew of the Ostend trawler Hendrick Conscience was rescued by breeches buoy by Newhaven life-saving company, when the vessel ran ashore in Seaford Bay, Sussex, during the recent gale.

The trawler had been fishing in the Channel, and in the teeth of the gale was making for Newhaven Harbour when she was swung out of her course and driven ashore. A message from a Newhaven coast-guard was given to the lifeboat station, and within 15 minutes the lifeboat crew put out under Coxswain Clark.

Meanwhile the Newhaven life-saving apparatus crew, under Station Officer King, arrived on the scene and carried the firing apparatus over 500 yards across the shingle. The first shot was carried away by the wind and went wide of the vessel, but the second rocket established communication, and within an hour the captain of the trawler and her crew of four were hauled ashore.

The rescued men were taken to a Newhaven hotel, where they were given hot drinks and a change of clothes.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m. stated:—

The typhoon appears to be about 400 miles to the east of Cape St. James, moving W.S.W. An anti-cyclone is forming over N. China.

Local Forecast.—N.E. winds, moderate; freshening later; generally overcast; some drizzle or light rain.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory: Manila, Dec. 7, 10.55 a.m.—Typhoon in about 14deg. Long. E. and 12deg. Lat. N., moving W.

LIONS INVADE STATIONS.

RAIL STAFFS' TERROR.

It has been revealed that scores of lions and rhinoceroses are making the railway journey between Mombasa and Nairobi a thrilling one. Especially at night-time, lions congregate at the locomotive water tanks at little jungle stations and fight over the right to drink the liquid mud at the bottom of the tanks, being driven there by the severe drought in several parts of the lowlands of Kenya. The Indian stationmasters on the Voi-Taveta branch line are terrified by the appearance of the lions and shut themselves up in their offices at night time. They only emerge on the platform beating empty petrol tins to frighten the lions, when trains arrive.

Some time ago a number of lions assembled at Mackinnon Road station. While the lions were reconnoitring the precincts of the station a passenger train steamed in amidst the snarling animals. Thanks to the alertness of the train inspector, the passengers were awakened in time to see the animals prowling about in the moonlight. Rhinoceroses frequently visit the Voi-Taveta branch line, and the railway staffs of a number of small stations remain behind locked doors for safety until morning.

MA CHAN SHAN AS
CHINA'S HERO.A MODERN HORATIUS:
TRIBUTE FROM CANTON.

The following summary of Mr. Chan Shan's action in Manchuria appears in the Canton Gazette.

The light that it throws on the Chinese attitude towards the Manchurian campaign is also of interest:—

The battle of Nonni River, lasting from November 14 to 16, will go down in history like the fight put up by the Roman Horatius on the Bridge, celebrated by Macaulay in his "Lays of Ancient Rome." It really was not much of a battle, at least for modern times. It was a series of skirmishes between the rear-guard of the Heilungkiang Army and the vanguard of the Japanese forces. Not more than 8,000 men were engaged and the casualties were several hundreds on each side.

General Ma Chan Shan's cavalry, said to have been 4,000 strong, made the initial attack and the Japanese, taken probably by surprise, retreated to await reinforcements.

Though General Ma had to retreat and evacuate Taishan on November 18, thus making his victory but temporary, the moral influence of his manly defence of Chinese soil is tremendous. Its effect on the morale of the whole nation can be slightly estimated by the response made on every side to General Ma's request for help.

Even Chang Hsueh Liang is reported to have sent General Ma \$500,000 and to have ordered him "to exploit any opportune moment to recover the lost ground on Taishan-Heishanhsien Railway occupied by the Japanese."

The whole country applauded General Ma's work and acclaimed him a hero. Money for military expenses poured into his coffers from many cities in China and out of China. Millions of school children quit classes for days to gather contributions for the support of the Heilungkiang Army. Delegates to the 4th Kuomintang Congress here gave one day's pay and college students sacrificed one meal each Sunday in order to give their mites to the cause.

No More Than His Duty.

Yet, if we look at the matter dispassionately, General Ma did no more than his duty. What are soldiers for if they don't fight but run away on the appearance of the enemy? We have a saying: "When you maintain soldiers for a thousand days you expect to use them one morning." General Ma is conspicuous because other leaders of Manchuria have been spineless, cowardly or traitorous. He shames them all by his valiant resistance.

Inspired Real Soldiers.

Moreover, he has inspired real soldiers like General Chang Fui Fui and Tung Seng Chi with the determination to drive the enemy back whence they came.

Even General Chiang Kai Shek declared on November 20 that he would lead a million men into Manchuria. At the time we considered him playing to the gallery. Besides, coming from one in his official position, it was tantamount to a declaration of war which at that time, and even more so now in the light of the real move of evacuation on the part of the Japanese, would be an unwise step to take.

But all these proffers of help cannot get to General Ma in time. We question whether large sums of money can reach him and not be intercepted.

Why Not Send Planes?

Why not dispatch a squadron of airplanes, laden with ammunition and other needed supplies to Heilungkiang? They can arrive there in less than a day even if they have to stop at Nanking and Peiping. At present General Ma needs ammunition even more than money as it is more useful to him and as money cannot buy him the supply that is pressingly required by him.

NEW COMMANDER OF FORT
BOCCA TIGRIS.

[From Our Own Correspondent.]

Canton, Dec. 7. General Chang Dat has been appointed Commander of Fort Bocca Tigris to succeed General Chen Hing Wan, who resigned. No definite date has been fixed for his inauguration.

SHANGHAI'S "DARE
TO DIE CORPS"Defy Railway Authorities
and Hold up Trains

[From Our Own Correspondent.]

SHANGHAI, Dec. 7.

Defying the railway authorities and threatening grave disturbances, unless provided with transportation to Nanking, several hundred students completely paralyzed all outgoing traffic from Shanghai North Railway Station from five o'clock on Saturday night until well after noon on Sunday, by squatting on the tracks a short distance ahead of trains prepared for Nanking. The students, styling themselves as the "Dare to Die Corps," stuck to their positions throughout the bitterly cold night, challenging the authorities to drive trains over their bodies.

The night express was delayed until noon on Sunday after the students had decided to march to Nanking, but they again halted at Chenyu station, where a train overtook the students and they were forced to return to Shanghai.

UNIFICATION OF
CHINACanton Against Formation
of Tentative Cabinet

[Wah Tze Yat Pao.]

SHANGHAI, Nov. 7. A number of Nanking leaders including General Chen Ming-shu and Mr. Tsai Yuen-fu have jointly written to Mr. Wang Ching-wei (who is staying at Shanghai) urging him and other Canton leaders to proceed to Nanking to form a unification government with the Nanking group in accordance with the Nanking-Canton Peace Agreement.

In the same letter they declare that Marshal Chiang Kai-shek intends to retire but it is impossible for him to do so without a new Central Government to take over his political and military powers. In order to realise the terms of the Nanking-Canton Peace Agreement, Canton leaders must make the first move.

A Canton Suggestion.

Canton, Nov. 7. It is learned in political circles that the Canton authorities will not accept Nanking's suggestion of a tentative cabinet for the formation of a unification government without exception. While agreeing to the suggested appointment of Mr. Tang Shao-yi as chairman of the Central Government Council, the major opinion is against Marshal Chiang Kai-shek being invested with the War portfolio and advances a counter-suggestion that Mr. Hu Han-min be appointed to the Presidency of the Executive Yuan which should simultaneously hold the

(Continued on next column.)

"SEEDS OF TROUBLE
IN MANCHURIA"JAPANESE GENERAL'S
ALLEGATIONS

[THROUGH REUTER'S AGENCY.]

Tokyo, Dec. 7.

"Pending the complete resolution of Chang Hsueh Liang from Manchuria, seeds of trouble must be regarded as still remaining," declared Lt. General Minomiyama, Vice-Chief of the General Staff, on his return from Manchuria to-day. While declaring that the Chinchow situation was becoming increasingly serious, Lt. General Minomiyama averred that the majority of bandits and other lawless forces infesting districts westward of Mukden and threatening the South Manchuria Railway were Chinese soldiers disguised, and that they were acting under instructions from the Chinchow Government.

ANTI-JAPANESE
DEMONSTRATION

[From Our Own Correspondent.]

Canton, Dec. 7.

The students in Canton staged to-day another anti-Japanese demonstration and parade through the principal thoroughfares of the city. After a mass gathering on the campus of Sun Yat Sen University, these students marched out en masse in perfect order, shouting anti-Japanese slogans. Every school in the city was represented in the parade. As usual the parade was led by the students of Sun Yat Sen and of Lingnan Universities, two leading educational institutions of higher learning in Canton. The greater part of the boy students wore military uniforms.

After the parade several requests were presented to the Government, all having to do with the present national crisis. These students requested the Nanking Government to withdraw its membership from the League of Nations and to declare war on Japan. National unity and solidarity must be effected within the next week, otherwise the students in Canton will go on strike in protest of the continued political disintegration.

In order to arouse the people, especially the rural population, to the danger China is passing through, the students of Sun Yat Sen University have decided to launch two weeks' publicity campaign, beginning from to-morrow. They will go out in groups to the various centres in the interior of Kwangtung.

supreme command of the national army in place of the Commander-in-Chief.

Some influential quarters in Canton also suggest that if Marshal Chiang insists on retaining his present powers until the inauguration of a unification government, Canton must at least demand that in the transition period the new Central Executive Committee of the Kuomintang should discharge its offices at Shanghai instead of Nanking.



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| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry, Black Seal. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 1 Qt. King George IV Gold Label or Perfection Whisky. | 1 Qt. Burgoyne's Burgundy. |
| | 1 Phial Pomeranian Bitters. |

No. 2 HAMPER—\$55

- | | |
|--|-----------------------------------|
| 1 Qt. Guilleminet Champagne. | 2 Qts. Tawny Dry Port. |
| 1 Pt. D.O.M. | 2 Qts. St. Julien Claret. |
| 1 Qt. Burgoyne's Burgundy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. Vio de Pusto Sherry. |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranian Bitters. |

No. 3 HAMPER—\$50

- | | |
|--|-----------------------------------|
| 1 Qt. Burgoyne's Burgundy. | 1 Qt. Tower Brand Brandy. |
| 1 Pt. G.F. Peppermint. | 1 Qt. Amontillado Sherry. |
| 1 Pt. D.O.M. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. Superior Rich Old Port. | 2 Qts. Medoc Claret. |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranian Bitters. |

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HONG KONG.

Sports News

FANLING GOLF.

CLUB CHAMPIONSHIP RESULTS.

F. J. de Rome, A. H. Musson, W. R. Vallance, O. E. C. Marton, I. W. Shewan, G. R. Horridge, H. U. Ireland and A. E. Lissaman are the eight semi-finalists of the Royal Hong Kong Golf Club Championship, the first and second rounds of which were decided on Sunday, with the last of the preliminary matches being played on Saturday.

O. E. C. Marton played K. S. Robertson on Saturday and won by four up and three to play. A. B. Stewart beat E. B. Bruce by three and two, while C. E. Holmes beat A. B. Purvis by two and one.

The full results of the first round, played on Sunday morning, are as follows:—

A. B. Raworth beat R. K. Hepburn (1 up); F. J. de Rome received

(Continued on next Column.)

LOCAL FOOTBALL.

CIVILIAN TEAM FOR SATURDAY.

The following have been selected to represent the Civilian in the football match against the Army at Sookunpoo on Saturday, December 12, kick-off at 3.45 p.m. sharp:—

Roger (Club); Martin (Kowloon) and C. Strange (Club); Hedley, McKelvie (Capt.), and Bliss (Kowloon); B. Gosano (Recreio), Segalen (Club), Howe (Club), A. V. Gosano (Recreio) and C. Pile (Police).

Reserves:—Moss and Brittain (Police), D. Leonard (St. Joseph's), Skinner (Club).

White shirts will be provided at the Sookunpoo dressing room.

Referee:—R.P.O. Darlington. Linesmen: L/Bdr. Brown, R.A., and Mr. J. W. Baldwin.

Charity Match Team.

The following have been selected to represent England against Scotland on Xmas Day in the Sunday Herald Charity Cup match to be played on the H.K.F.C. ground, kick-off at 3.30 p.m. sharp:—

Fogwell (Club); Dixon (Navy) and S. Strange (Club); Hedley (Kowloon), Capt. Shirras (Navy), and Bliss (Kowloon); Robertson (Navy), Moss (Police), Howe (Club), Rawson (Navy) and Skinner (Navy).

Reserves:—Martin (Kowloon), Skinner (Club), Timberlake (Kowloon).

Referee: P.O. Dibb. Linesmen: R.P.O. Billing and R.P.O. Darlington.

Boxing Day Match.

On December 26 (Boxing Day) Wales and Portugal will meet on the H.K.F.C. ground, kick-off at 3.30 p.m. sharp.

The referee will be Mr. A. E. Allen, R.N. Linesmen: L/Bdr. Brown, R.A., and E. R. A. Anderson, R.N.

a walk over from S. J. H. Fox; A. H. Musson beat E. R. Chasels at the 19th green; E. J. M. Mitchell received a walk over from E. A. Campbell; W. R. Vallance received a walk over from H. G. Sheldon; O. E. C. Marton beat J. E. H. Cogan (2 up); A. B. Stewart beat C. E. Holmes (3 and 2); I. W. Shewan beat J. W. Franks (5 and 3); W. C. Shields beat A. C. I. Bowker (2 and 1); D. M. MacDougall beat I. H. Geare (4 and 2); G. R. Horridge beat J. H. Anderson (6 and 7); H. U. Ireland received a walk over from J. D. Thomson; W. D. Denham beat C. F. Booker at the 19th green; F. A. Redmond beat R. O. Law (1 up); A. E. Lissaman received a walk over from J. K. MacFarlan (holder).

Second Round.

The second round results were as under:—
De Rome beat Raworth (3 and 1); Musson beat Dodwell (1 up); Vallance beat Mitchell (3 and 2); Marton beat Stewart (6 and 5); Horridge beat MacDougall (4 and 3); Ireland beat Denham (2 and 1); Lissaman beat Redmond (3 and 2).

Championship of the Colony.

In the play off for the second prize of the Championship of the Colony, which was won by A. B. Stewart, I. W. Shewan qualified against J. H. Anderson and H. G. Sheldon.

CAPTAIN'S CUP.

The results in the Captain's Cup Competition, played on Saturday and Sunday, were as follows:—
Old Course:—H. Hampton, 84-14-70, qualified.

Other scores were:—
K. K. Ronalds, 86-13-73
D. S. Robb, 84-10-74
J. H. Macknight, 86-12-74
C. Mycock, 80-16-74
G. R. Horridge, 82-7-75
There were 37 cards taken out.

New Course:—Surf. Lt. Comdr. E. J. K. Weeks, 85-15-70, qualified.
H. H. Petrick 83-18-75.
There were 13 cards taken out.

As from Sunday, December 13, starting times can be secured on the New Course at Fanling. Names to reach Club office by 9.30 on Fridays or the day before a holiday starts.

TWO CHAMPIONS COMING

'BIG' BILL TILDEN
KING OF TENNIS
and
ADOLPHE MENJOU
'THE GREAT LOVER'

WOMEN'S DAVIS CUP SERIES.

CONTINENTALS SUPPORTING NEW SCHEME.

AN INTERNATIONAL TROPHY LACKING.

A serious effort is being made by certain Continental lawn tennis authorities to influence other nations in the direction of the formation of the equivalent of a Davis Cup competition for women. France and Germany are especially keen on the idea. They believe little difficulty would be experienced in inaugurating such a contest between the players of, say, Great Britain, America, South Africa, Australia, France, Belgium, Germany, Italy, and Spain, if it were arranged that it should be held every second or third year.

Now the only international contest for teams of women is for the Wightman Cup, which is confined to the players of Great Britain and the United States. When this trophy was presented in 1923 for the purpose of encouraging the women's game in the two countries by Mrs. George Wightman (formerly Miss Hazel Hotchkiss, who was four times singles champion of America and who captained the first United States team against Great Britain) there was little or no indication of the advance of other nations of first-class status.

The Only Exception.

Since then, however, lady players have appeared in every part of the world comparable with any in Great Britain or America, with the sole exception of Mrs. Helen Wills Moody, Germany, for instance, has come rapidly to the front in a remarkable way. At the last Wimbledon meeting two of her players, Franklin City, Aussem and Franzen, H. Krahwinkel, reached the final of the ladies' singles while Ruth Reznick, who came into prominence since the competition

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was started, has proved on many occasions to be an even better player than either of them.

In the few international matches in which the German ladies have recently taken part they have been signally successful. In 1929 they defeated an American team which included Mrs. Wills Moody and Miss Edith Cross, and a South African combination led by Miss "Bobby" Heine. Better still in 1930, they finished "all square" with Great Britain, whose representatives were Mrs. L. A. Godfree, Mrs. Holcroft Watson, Miss Phyllis Mudford, and Mrs. Haylock. They proved in each instance that they could hold their own with the players of other nations, and the same claim could be made by others.

A Fine Team.

Take South Africa, for instance. A team, the nucleus of which consisted of Mrs. Peacock, Miss Esther ("Bobby") Heine, Miss "Billy" Tapscott, and Miss Doreen Cole would cause both Great Britain and America seriously to think.

France, with Mme. Mathieu, Mlle. Doris Metaxa, Mlle. Dall Vasto (now Mrs. Sierpieri—who defeated Mrs. Godfree in the 1924 Olympic Games), and many youthful disciples of the great Suzanne Leiglen, is knocking in no uncertain manner at the international door.

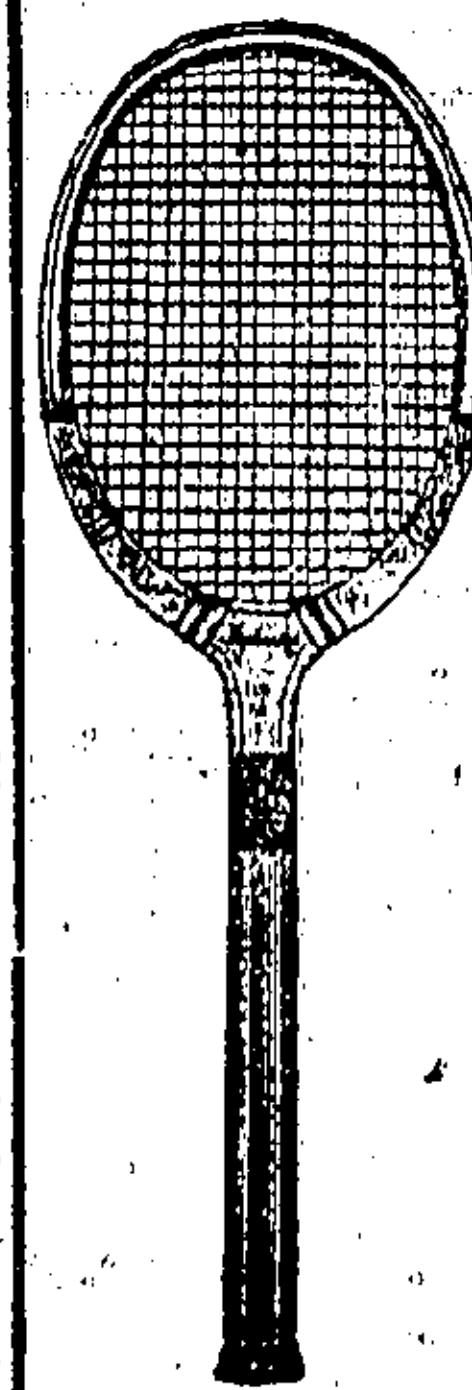
Then Australia, with her five times champion, Miss D. Akhurst, now Mrs. Roy Cozens, Miss Emily Hood, Miss L. Bickerton, Mrs. Sylvia Harper, and Mrs. Pat O'Hara Wood; Belgium, led by Mlle. Sigart, and Holland, headed by Mlle. K. Bouman, would undoubtedly support such a competition.

It would prove impossible to hold the competition annually, as the case with the Wightman and Davis Cups, but a scheme that would enable the lady players of the lawn tennis nations of the world to meet every second or third year would probably be enthusiastically supported and a scheme will shortly be officially suggested from an important Continental federation, who are strongly of the belief that it will be favourably received.

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At the Championships at Wimbledon no less than 65% of the British entry and 15 Semi-finalists used the "Queen's" racket.

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Remember advertisements are generally written for women so your opinion will be valuable.

SEE DETAILS OF THE COMPETITION ON PAGE 12.

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ANNUAL
EXHIBITION
OF THE
HONG KONG
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OFFICIAL BAN ON SPITTING.

EATING HOUSE REGULA- TIONS.

At to-day's meeting of the Sanitary Board, the President will move the following resolution:-

"That the Board approve the introduction forthwith of the following By-laws prohibiting spitting in Eating Houses."

(i) No person shall spit in any Eating House except into spittoons provided for the purpose.

(ii) The licensee shall cause to be continuously displayed, in a conspicuous position on every floor of his licensed premises, while such premises are open to the public, a notice of a size form approved by the Board and in a language prescribed by the Board, requiring his customers not to spit on the floor; provided that the Board may, in its discretion, exempt in writing any premises from the above requirement.

A further proposed regulation lays down certain other requirements, including the use of disinfectants in spittoons.

MAMAK HOCKEY COMPETITION.

RADIO SPORTS CLUB BEAT ROYAL SIGNALS.

The Royal Signals' return match with Radio Sports Club on U.S.R.C. ground at 4.30 p.m. yesterday, resulted in favour of the visiting team by one goal to nil.



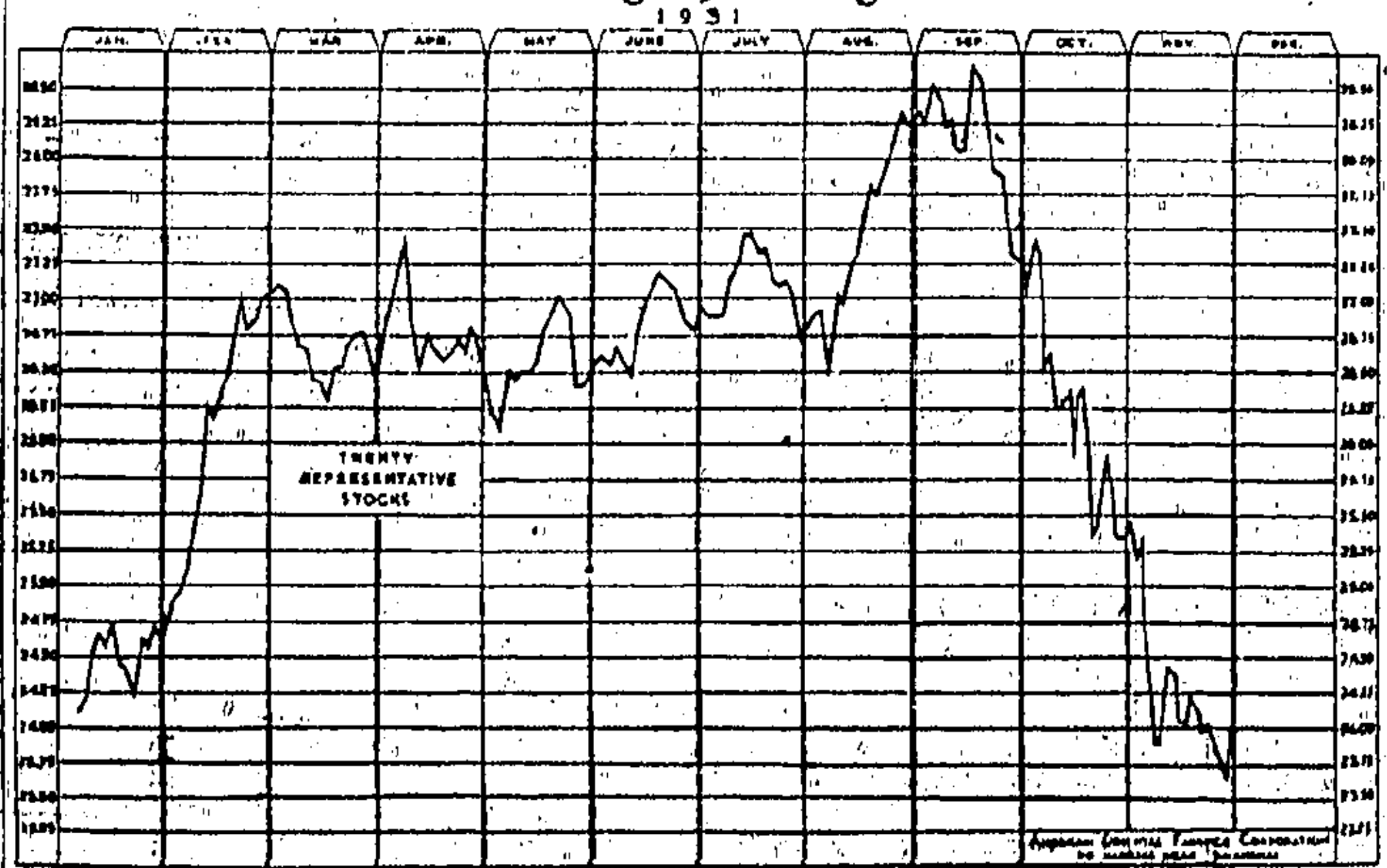
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A.O.F.C. Average of Shanghai Stocks



COMMENT ON A.O.F.C. AVERAGE.

A somewhat better tone has developed on the Shanghai Stock Exchange during the last several days due to a decided turn for the better in the political situation. A display of strength took place on Monday that changed the whole aspect of the market.

A sharp rise in Chinese Government bonds relieved a situation that was putting a serious strain on finance in Shanghai. There was also some diminution of the problem of money scarcity that became a matter requiring special attention last week.

Cotton and Land shares were particularly buoyant while market was recovering some of its recent losses. Shanghai Lands for December delivery rallied from 29.30, last official business Saturday, to 32.00 when the advance was at its height Monday. The corresponding movement of Shanghai Cotton was from 84 to 90. Better prices in the yarn market were also beneficial to the firming tendencies of cotton shares.

The advance of the market slackened on Tuesday and uncertainties developed due to the objections of

the Japanese to a plan for sending foreign observers to Manchuria. But a slight gain was registered according to the measurement of the market afforded by the A.O.F.C. Average. After Monday's advance of .35 from the low for the year established Saturday, another small increase of .04 was made on Tuesday.

The statistical record of the A.O.F.C. Average follows:
Jan. 6 24.10
High for year Sept. 19 28.03
Low for year Nov. 23 22.53
Dec. 1 24.00

YACHTING.

LADIES' DAY AT YACHT CLUB.

Under the auspices of the Royal Hong Kong Yacht Club, the 5th ladies' championship race was run yesterday with the following results:-

Course:—1. Channel Rocks (P.); 2. Kowloon Rock (P.); 3. Mark on Line (S.); 4. Cust Rock Mark Boat (S.); 5. Mark on Line (S.); 6. Cust Rock Mark Boat (S.). Distance: 6.8 miles.

"H" Class.

(Started at 3 p.m.)

	Total	Fished	Cor. Pts.
1. R. O. L. L. A. (Mrs. Sheldon)	4.33.43	4.31.25	19
2. Siskin (Miss Mackie)	4.32.11	4.27.30	34
3. D. I. A. N. A. (Mrs. Bingham)	4.38.02	4.32.22	18
4. Argallan (Mrs. Pearce)	4.40.50	4.38.54	20
5. Dorothea (Miss Blake)	4.44.17	4.36.21	18
6. Colleen (Miss Naissen)	4.49.50	4.41.54	18

"I," "Y" and "G" Classes.

(Started at 3.05 p.m.)

	Total	Fished	Cor. Pts.
1. Daphne (Mrs. Stokes)	4.50.44	4.50.44	50
2. A. I. L. A. (Mrs. Lambert)	4.54.27	4.54.27	54
3. Why Wonder? (Mrs. Fowkes)	5.04.05	5.02.41	37
4. Bluejacket (Mrs. Adams)	4.55.50	4.55.16	50
5. Boojum (Mrs. Pickering)	4.57.19	4.56.45	50
6. Speedwell (Mrs. Stewart)	5.00.42	5.00.08	47
7. Eunice (Miss Rose)	5.04.09	4.58.49	44
Joan	D.N.F.		16

LADIES AT LAWN BOWLS.

YACHT CLUB BEAT TAIKOO.

A lawn bowls match was also held yesterday between ladies representing the R.H.Y.C. and Taikoo resulting in a win for the former by two points.

The teams and scores were as follows:-

R.H.Y.C.				Taikoo.			
Lady M. Barton	Mrs. Cunningham	Mrs. Minett	Mrs. Wilson	Mrs. Hamilton	Mrs. Peoples	Mrs. Macfarlane	Mrs. Polson
(Skip)				(Skip)			
Shots Total				Shots Total			
1.	1	1	1	1	1	1	1
2.	1	1	1	1	1	1	1
3.	1	1	1	1	1	1	1
4.	1	1	1	1	1	1	1
5.	1	1	1	1	1	1	1
6.	1	1	1	1	1	1	1
7.	1	1	1	1	1	1	1
8.	1	1	1	1	1	1	1
9.	1	1	1	1	1	1	1
10.	1	1	1	1	1	1	1
11.	1	1	1	1	1	1	1
12.	1	1	1	1	1	1	1
13.	1	1	1	1	1	1	1
14.	1	1	1	1	1	1	1
15.	3	13	11	3	13	11	11

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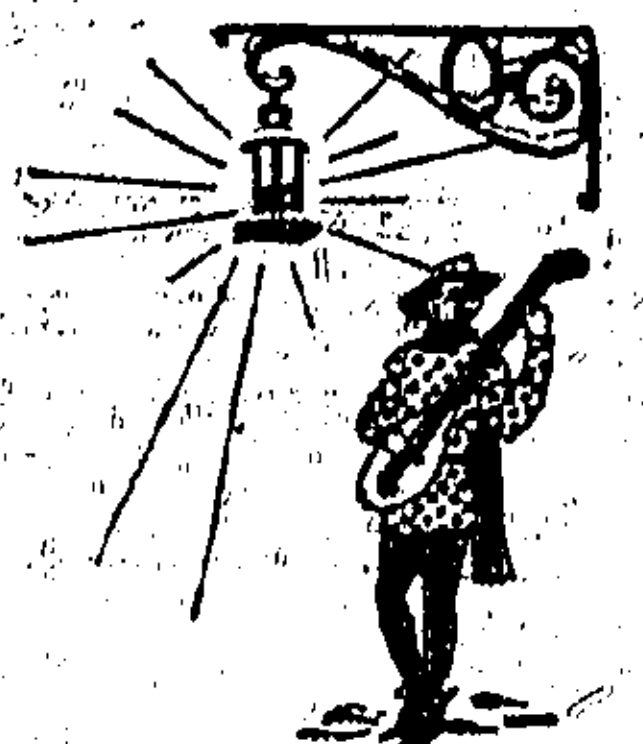
- 1 Bot. Clos Royal (Sparkling).
- 1 " Rouyer Guillet *** Brandy.
- 1 " Medoc Claret.
- 1 " French Vermouth.
- 1 " Italian Vermouth.
- 1 " Old Tom Gin.
- 1 " Watson's "E" Whisky.
- 1 " Curacao M.B.R.
- 2 Bots. Invalid Sherry.
- 2 " Alto Douro Port.

CASE No. 2. -- \$55.00

- 1 Bot. Gustave Ferrand Grand Gordon Imperial Champagne.
- 1 " St. Julien Claret.
- 1 " Sandeman's Solera Sherry.
- 1 " Renault's ***** Brandy.
- 1 " Watson's "E" Whisky.
- 1 " Dewar's White Label Whisky.
- 1 " Burnett's Dry Gin.
- 1 " French Vermouth.
- 1 " Italian Vermouth.
- 1 " Get Freres Peppermint.
- 2 Bots. Oporto Blanco Port.

CASE No. 3. -- \$60.00

- 2 Bots. Ayala Vintage Champagne.
- 1 Bot. Ch. Kirwan Claret.
- 1 " Italian Vermouth.
- 1 " Ruiz's Full Golden Sherry "E."
- 1 " Sandeman's Five Diamonds Port.
- 1 " Laybenheimer Hock.
- 1 " Burnett's Dry Gin.
- 1 " "E" Finest Old Brown Brandy.
- 1 " Dewar's White Label Whisky.
- 1 " Dewar's Victoria Vat Whisky.
- 1 " Benedictine.



SPECIAL CASES MADE UP TO ORDER

A. S. WATSON & CO., LTD.

MR. BOTTOMLEY ILL.

Reference was made in the King's Bench Division last month to the case, Horatio Bottomley v. Woolworth and Company, Limited. Mr. Banks asked that the case stand out of the list until November 30, as Mr. Bottomley was too ill to attend Court at present. He produced a medical certificate. Mr. Justice Horridge granted the adjournment.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday from Manila by the a.s. President Coolidge:—Mr. William Beveridge, Mr. J. Brunoval, Mr. A. Sy Chaney, Mr. and Mrs. V. Desborough, Miss L. Foronda, Miss Christine Foronda, Judge L. R. N. French, Mr. D. Lillo, Mr. and Mrs. D. M. Maynard, Mrs. M. C. Maynard, Mr. J. C. Muller, Mr.

and Mrs. W. P. Odell, Miss Hazel Rodgers, Dr. F. Waller. The following passengers arrived yesterday by the a.s. Nankai:—Mr. H. C. Baker, Miss M. M. Clark, Mr. J. Hassett, Miss E. J. Clark, Miss V. O. Down, Mrs. J. G. James, Miss H. M. Parkman, Mrs. Alice Louey, Mr. C. C. Smith, Miss K. Boydell, Mr. J. G. James, Mr. A. Skorst, Miss M. M. Coombes, Miss G. F. Berrie, Mr. B. Rueben, Mr. J. Fry, Hon. James Mackay, Miss Course, Mr. K. Matnikoff, Mr. F. F. Schell, Mr. and Mrs. J. G. Bennis, Mr. W. S. Corfield, Masters Bennie (two).

Departures.

The following passengers left by the a.s. Rajputana:—Mr. and Mrs. C. H. Archer, nurse and infant, Surg. Comdr. and Mrs. G. P. Adshad, R.N. and child, Mr. and Mrs. A. Archer, infant and nurse (Miss C. Hogg), Mr. I. Assudamal, Prof. and Mrs. W. G. S. Adams, Mr. and Mrs. W. D. Ashdown, Mrs. C. R. Buchanan, Mr. Roy Bishop, Mr. E. Bolton, Mr. W. Brown, Mr. and Mrs. J. G. Crighton and infant, Dr. S. C. Chin, Mr. and Mrs. F. S. Crawford, child and infant, Mr. C. J. Chisholm, Mr. R. G. Cowan, Mr. and Mrs. C. T. Clark, Corp. W. D. Deane, Mr. W. Fergie, Mr. F. Gist, Mr. D. J. Gilmore, Col. R. F. Gross, Mrs. W. A. Herbert, Lt. Comdr. G. P. Hunter, Blat. Mr. W. E. Hargreaves, Sir Reginald Johnston, Marine R. J. Jurd, Mr. and Mrs. A. A. Johnston, Surg. Lieut. A. Long, R.N., Mrs. K. McKinlay, child and infant, Mr. Myring, Mr. F. M. McBain, Mr. and Mrs. S. D. Miles, Miss P. L. Murray, Corp. D. R. Noble, R.A.S.C., Mrs. Orme, Mrs. Oug Kim Khuan and infant, Mr. and Mrs. A. H. Prosser, Dr. Peter Pau, Mr. T. M. Pile, Mr. E. Parker, Mr. H. M. Richards, Mr. J. Smith, Rev. and Mrs. H. W. K. Sandy and infant, Mr. and Mrs. C. V. Syms, Mr. J. E. Strachan, Mrs. R. Shelly, Mr. C. C. Scott, Mr. J. Teckchand, Mrs. Tan Cheng Chuan, Mr. C. H. Wong, Mr. and Mrs. A. P. Warrington, Mr. and Mrs. D. C. Weir, Miss D. Weir, Capt. and Mrs. E. K. B. Whetham, D.S.O., R.N.

HONG KONG TIDE TABLE

From December 8 to 14, 1931.

Days of Week	Date	HIGH WATER		LOW WATER	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Tues.	8	08 55	11.5	02 55	1.8
Wed.	9	10 14	11.1	03 55	1.5
Thur.	10	11 05	10.9	04 54	1.7
Fri.	11	11 58	10.8	05 54	1.7
Sat.	12	12 49	10.8	06 54	1.8
Sun.	13	13 42	10.8	07 54	1.8
Mon.	14	14 40	10.8	08 54	1.8

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese recorded programme.
12.30 p.m.—European programme of Victor and H.M.V. records.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notices, etc.
2 p.m.—Close down.
5 to 6 p.m.—European programme of Victor and H.M.V. records.
5 to 5.27 p.m.—

Operatic.

Song—"Rigoletto" (Verdi)
"Dearest Name."
Song—"Barbiero di Siviglia" (Rossini)
"A Little Voice I Hear."
Orchestral—"La Boheme" (Puccini)
Fantasia—Victor Symphony Orchestra.—3571.
Song—"Rigoletto" (Verdi)
"Each Toss That Falls"
Song—"Elisir d'Amore" (Donizetti)
"A Furtive Tear"—Enrico Caruso (Tenor).—6015.
5.27 to 6.17 p.m.—

A Concert.

Piano Solo—"Ballade in G Minor" (Chopin)—Alfred Cortot.—6012.
Song—"The Pipes of Pan" (Monckton).
Song—"Arcady is Ever Young" (Monckton).—Winnie Malyllis (Soprano).—B325.
Violin Solo—"A Dream" (Cory-Bartlett).
Violin Solo—"Macushin" (Mac-Murrough, arr. Chemet).—Rance Chemet.—142.
Sax Shanties—(a) "O Shallow Brown," (b) "Miss Lucy Long" (arr. Terry).
Sax Shanties—(a) "Walk Him Along Johnny," (b) "Johnny Comes Down to Hilo" (arr. Terry).—John Goss and the Cathedral Male Voice Quartet.—B3940.
Piano Solo—"Impromptu in A Flat" (Schubert).
Piano Solo—"Etude in E Major" (Chopin)—Ignace Jan Paderevski.—6028.
Song—"Little Lady of the Moon" (Coates).—Sydney Coltham (Tenor).—B2742.
Song—"Bird Songs at Eventide" (Coates).—Sydney Coltham (Tenor).
Violin Solo—"Canzonetta" (D'Ambrosio)—Marjorie Hayward.—B3348.
7 p.m.—Stock quotations, mail notices, etc.
6.17 to 7.17 p.m.—

Variety.

Song—"Fancy Our Meeting"
Song—"The Beggar"—Lillian Davies (Soprano).—B2707.
Song—"Rocky Mountain Rose"
Song—"Would You Take Me Back Again"—Johnny Marvin (Comedian).—4209.
Saxophone Solo—"In the Orient"
Saxophone Solo—"Serenade"
Saxophone Solo—"Rudy Wiedoff"—3008.
Song—"You, You Alone"
Song—"For You"—John Boles (Tenor).—2273.
Humorous Song—"Foolish Facts."
Humorous Song—"What Kind of a Noise Annoys an Oyster"—Frank Crumit.—2315.
Mandoline Solo—"Concert Mazurka, Op. 126."
Bourjo Solo—"Frivolous Joe"—Mario De Pietro.—B380.
Vocal Duet—"Congratulations"
Vocal Duet—"That's Why I'm Jealous of You"—Jim Miller and Charlie Farrell.—2277.
Song—"Happy Days Are Here Again"—Johnny Marvin (Comedian).—2218.
7.17 to 8 p.m.—

Orchestral.

"Daphnis et Chloe" (Maurice Ravel).—Boston Symphony Orchestra.—7143/7144.
"L'Arlesienne" (Bizet).—Royal Opera Orchestra, Covent Garden.—6112/6113.
"Espana Rapsodie" (Chabrier).—Detroit Symphony Orchestra.—1337.
8 p.m.—Local time and weather report.
8.3 to 11.30 p.m.—Relay from the Shing Theatre.
10.30 p.m.—Rugby mid-day Press news.
11.30 p.m.—Close down.
All records in the above European programme are supplied by Messrs. Moutrie & Co.

HONG KONG METEOROLOGICAL REGISTER

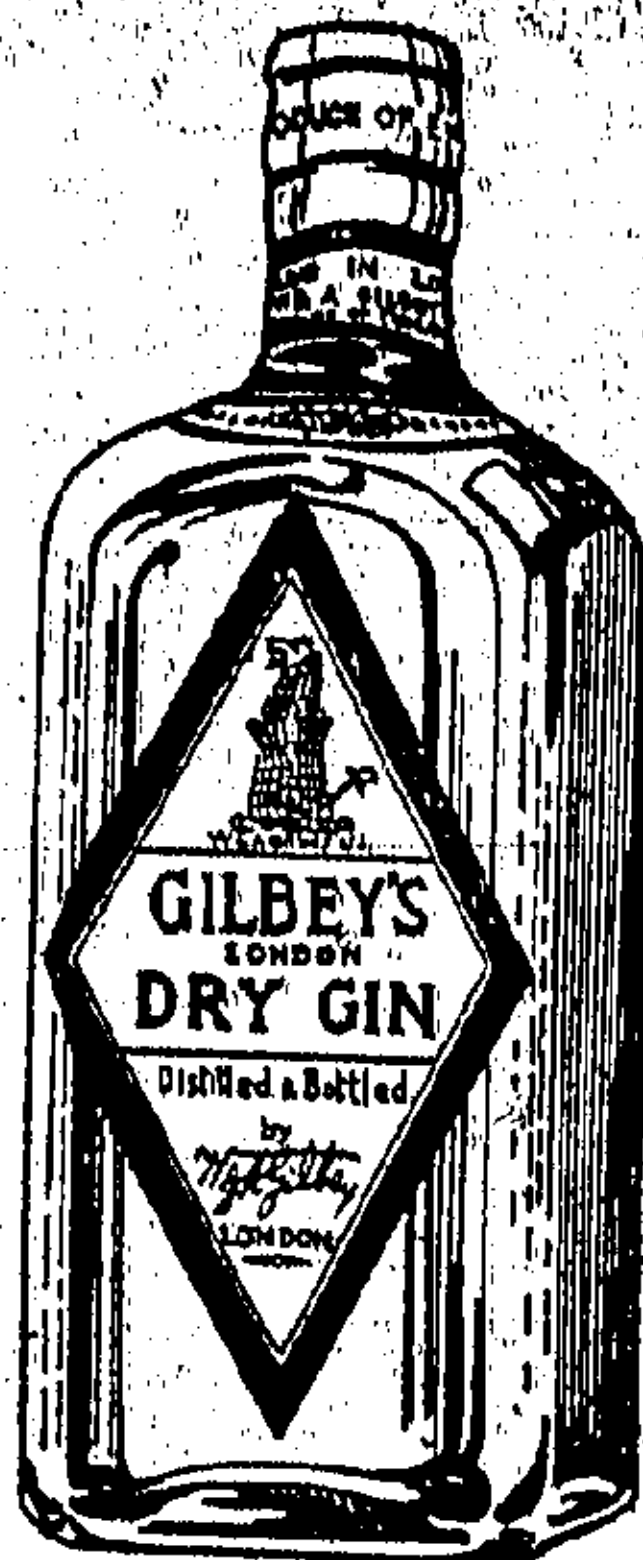
Hong Kong Observatory, December 7.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.99	29.98	29.98
Temperature...	71	71	70
Humidity...	68	81	84
Wind—			
Direction...	E	NE	E
Force...	3	2	2
Weather...	O	OD	OD
Rain...	0.0	0.0	0.2

Highest open-air Temperature, 81.74
Lowest open-air Temperature, 71.69

B=Blue sky; O=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing Showers; Q=Squalls; R=Rain; T=Thunder.

W. & A. Gilbey's Gin



Also in pints and flasks

Clear as Crystal never a' has been

Sole Agents:—
KUNG SHEUNG COMPANY
Importers and Exporters
China Building
Dial 23268 Hong Kong

CHRISTMAS COMPETITION

OPEN TO ALL READERS

\$100.00

FOR THE BEST LETTERS

ALL YOU HAVE TO DO IS TO STUDY THE ADVERTISEMENTS IN THIS ISSUE OF THE HONG KONG DAILY PRESS, AND IN EVERY SUBSEQUENT ISSUE UP TO DECEMBER 25—DECIDE WHICH YOU THINK IS THE BEST, AND WRITE A SHORT LETTER GIVING THE REASONS FOR YOUR DECISION. LETTERS MUST REACH THE ADVERTISEMENT MANAGER NOT LATER THAN JANUARY 1, 1932, AND MUST BE ACCOMPANIED BY A CUTTING OF THE ADVERTISEMENT YOU HAVE CHOSEN, AND AN ENTRY FORM (PRINTED ELSEWHERE IN THIS ISSUE).

A PRIZE OF \$50.00.

WILL BE GIVEN TO THE WRITER OF THE BEST LETTER.

The Winning Letter, and the advertisement securing most votes, will be published in the Hong Kong Daily Press on January 7, 1932.

WE ARE ALSO OFFERING A PRIZE OF \$10.00 EACH WEEK UP TO CHRISTMAS, FOR THE BEST LETTER GIVING YOUR REASONS FOR YOUR CHOICE OF WHAT YOU CONSIDER TO HAVE BEEN THE BEST ADVERTISEMENT DURING THE PREVIOUS WEEK. LETTERS, ACCOMPANIED BY A CUTTING OF THE ADVERTISEMENT CHOSEN, AND AN ENTRY FORM, MUST REACH THE ADVERTISEMENT MANAGER NOT LATER THAN THE FOLLOWING DATES:—

\$10.—1st Competition—Best advertisement between November 23 and 25. Letters must be received not later than December 2. The winning letter and advertisement securing the most votes will be published in the Hong Kong Daily Press on Monday, December 7.

\$10.—2nd Competition—Best advertisement between November 30 and December 5. Letters must be received by December 9, results published December 14.

\$10.—3rd Competition—Best advertisement between December 7 and 12. Letters must be received by December 16, results published December 21.

\$10.—4th Competition—Best advertisement between December 14 and 19. Letters must be received by December 23, results published December 30.

\$10.—5th Competition—Best advertisement between December 21 and 25. Letters must be received by December 30, results published January 4.

\$50.—Competition—Best advertisement between November 23 and December 25. Letters must be received by January 1, 1932, results published January 7.

The Editor's Decision is Final.

No correspondence will be entered into.

(No member of the staff of the HONG KONG DAILY PRESS is eligible for this competition).

COMING SOON KING'S



She welcomed life with open arms—love with a trusting heart.

AN OLD FAVOURITE!

N. J. Club

OLD HIGHLAND WHISKY

FORMERLY SUPPLIED TO THEIR MAJESTIES

KING GEORGE IV

KING WILLIAM IV

QUEEN VICTORIA

REPUTATION AMONG CONNOISSEURS
FOR ITS DELICIOUS MELLOW FLAVOUR
GUARANTEED FREE FROM FUSEL OIL
OR ANY DELETERIOUS SUBSTANCE

PRICES REDUCED

\$6.00 per bottle \$70.00 per case, duty free.

Sole Agents:

LANE, CRAWFORD, LTD.

ASSETS

£13,000,000



CLAIMS PAID

£40,000,00

BY APPOINTMENT

GENERAL

ACCIDENT, FIRE & LIFE
ASSURANCE CORPN., LTD.

All Classes of
INSURANCE

WORLD WIDE
ORGANISATION

AGENTS:

JAMES H. BACKHOUSE

1A, CHATER ROAD.

TEL. 21783.

NOTICE.

DON'T FORGET TO SEND IN
YOUR LETTER FOR OUR SECOND
XMAS COMPETITION. LETTERS
RECEIVED UP TO NOON ON
WEDNESDAY ARE ELIGIBLE.

Win \$10.00 this week
towards that turkey.

SEE PAGE 12

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

—DRY DOCK—
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 4,000 Tons Displacement.
Electric Crane at Sea Wall.
Capable of Lifting 100 Tons
at 70 Feet Radius.

THE TAKOO DOCKYARD & ENGINEERING COMPANY
SAUVAGE TUG "TAKOO"
WINNERS CUP
VICTOR 1920-21

BUTTERFIELD & SWIRE, Agents,
HONG KONG, CHINA & JAPAN.
TEL. ADDRESS: "TAIKOODOCK, HONG KONG."
TELEPHONE: 30211
CALL FLAG: "C" OVER "ANS. PENNANT"

CHRISTMAS COMPETITION
ENTRY FORM

\$50.00 Competition

To the advertising manager

THE HONG KONG DAILY PRESS
11, ICE HOUSE STREET, HONG KONG

In my opinion the attached is the best advertisement which has appeared in the Hong Kong Daily Press, between the dates of November 23 and December 25. I enclose a letter giving reasons for my choice. I have read the conditions of this competition and agree to abide by them.

MR.
Signed: MRS.
MISS

Address.....

EXPECTED ARRIVALS AND
MOVEMENTS.

Aeneas due from Europe Jan. 11.
Agamemnon due from Europe Jan. 27.
Agapenor due from Europe Dec. 31.
Athos II. due from Europe Feb. 13.
Celtic Star due from Europe Jan. 25.
Cantharus due from Europe Feb. 11.
Change due from Australia Dec. 11.
Chenonceaux due from Europe Feb. 1.
Chitral due from Europe Dec. 31.
Coblentz due from Europe Dec. 13.
Cracovia due from Europe Dec. 13.
D'Artaign due from Europe Feb. 29.
Emp. of Asia due from Vancouver Jan. 11.
Emp. of Canada due from Vancouver Jan. 22.
Emp. of Japan due from Vancouver Dec. 25.
Emp. of Russia due from Vancouver Dec. 11.
Eumaeus due from Europe Dec. 27.
Eurymachus due from Europe Feb. 11.
Feldin due from Europe Jan. 12.
G. Motzinger due from Europe Dec. 21.
Hakozaki Maru due from Europe Dec. 11.
Hector due from Europe Dec. 12.
Hilda due from Europe Dec. 15.
Kalyan due from Europe Jan. 8.
Kamo Maru due from Australia Dec. 17.
Karmala due from Europe Dec. 17.
Kashmir due from Europe Jan. 4.
Kulmerland due from Europe Dec. 22.
Leverkusen due from Europe Dec. 9.
Machon due from Europe Jan. 11.
Medon due from Europe Jan. 11.
Mennon due from Europe Feb. 22.
Mendau due from Europe Jan. 4.
Menestheus due from America Feb. 7.
Naldra due from Europe Jan. 23.
Nellore due from Australia Jan. 3.
Perseus due from Europe Feb. 1.
Phenius due from New York Jan. 8.

Philoctetes due from Europe Feb. 23.
Porthos due from Europe Jan. 18.
Pres. Cleveland due from America Dec. 18.
Pres. Harrison due from America Dec. 12.
Pres. Pierce due from America Jan. 9.
Pres. Wilson due from America Dec. 14.
Prensen due from Europe Dec. 16.
Protesilaus due from Vancouver Feb. 7.
Rajputana due from Europe Feb. 25.
Rheiner due from New York Dec. 14.
Santo due from Europe Dec. 29.
Santhia due from Europe Dec. 17.
Sardapala due from Europe Feb. 6.
Soudan due from Europe Jan. 25.
Suya Maru due from Europe Dec. 14.
Taiping due from Australia Jan. 8.
Tania due from Europe Jan. 2.
Tanda due from Australia Feb. 4.
Teirasia due from Europe Feb. 13.
Titan due from Europe Dec. 26.
Tyndarus due from Victoria, B.C., Dec. 20.

COXSAIN'S LAPSE.

TO BE DEALT WITH BY THE
HARBOUR MASTER.

The coxswains of the motor boat Sun Kwong Tung and the steam launch Kwong Foo were charged before Hon. Comdr. G. F. Holo, in the Marine Court with failing to observe the rules of the road in the harbour. Both defendants pleaded guilty and the first man was fined \$25, he having a clean record.

In the case of the second accused, the Police produced two records of previous convictions for similar offences, and the Magistrate said that it was more in the province of the Harbour Master to take the necessary action to deal effectively with him and he had no doubt that the accused would be dealt with severely. He therefore cautioned the accused and ordered that the matter be brought officially to the Harbour Master's notice.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Russia arrived at Nagasaki on Dec. 6 at 4.30 p.m., leaves on Dec. 7 at 6 a.m. and is due at Shanghai to-day at 10 a.m.; she leaves for Hong Kong to-morrow at 3 a.m.

LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

Via SINGAPORE, COLOMBO, BOMBAY, ADEN, SUEZ, and PORT SAID.
Taking Cargo on through Bills of Lading to Rome, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports.
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

For Shanghai & Japan Singapore & Italy
S.S. "VENEZIA-L" (pass. & cargo boat) 30th Dec.
M.V. "HILDA" (cargo boat) 14th Dec. 17th Jan.
S.S. "CRACOVIA" (passenger boat) 15th Dec. 27th Dec.
M.V. "COL DI LANA" (cargo boat) 11th Jan. 14th Feb.
S.S. "PILSNA" (passenger boat) 12th Jan. 24th Jan.

* Passenger boat with First, Second and Second Economic Classes.
Outward Voyage to Shanghai only.

For further particulars please apply to—

Queen's Building.
Tel. 28021.DODWELL & CO., LTD.,
Agents.CHRISTMAS COMPETITION
ENTRY FORM

3rd \$10 Competition

To the advertising manager

THE HONG KONG DAILY PRESS
11, ICE HOUSE STREET, HONG KONG.

In my opinion the attached is the best advertisement which has appeared in the Hong Kong Daily Press between the dates of December 7 and December 12. I enclose a letter giving reasons for my choice. I have read the conditions of this competition and agree to abide by them.

MR.
Signed: MRS.
MISS

Address.....

CONSIGNEES' NOTICE.
THE BEN LINE STEAMERS,
LIMITED.FROM LEITH, MIDDLESBRO',
ANTWERP, LONDON
AND STRAITS.The Steamship
"BENOHUACHAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Home Kowloon and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th December, 1931, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th December, 1931, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th Dec., 1931, at 10 a.m., by Messrs. Goddard & Douglas.

To comply with the general Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 3rd Dec., 1931. [1525]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA
PORTS.THE Motor Vessel
"GLENSHIEL"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 11th Dec., 1931, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 10th December, 1931, at 10 a.m. To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hong Kong, 4th Dec., 1931. [1533]

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship
"SAARLAND"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Dec., 1931, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 7th Dec., 1931, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 22nd December, 1931, or they will not be recognised.

No Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JERSEN & CO.,
Agents.
Hong Kong, 1st Dec., 1931. [1533]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel
"JAVANESSE PRINCE"

having arrived from the above Port on 6th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 11th instant, at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST) LTD.,
2nd Floor, King's Building,
Consanguine Road,
Telephone 25165.

Hong Kong, 6th Dec., 1931. [1542]

DAILY SHARE QUOTATIONS

HONG KONG STOCK
EXCHANGE. SHAREBROKERS'
ASSOCIATION.

				MONDAY. DEC. 7.							
Buyers	Sellers	Name	Nominal			Buyers	Sellers	Name	Nominal		
Banks											
...	\$1,570	H.K. Banks	...	...	...	...	\$1,500	...	...
...	2103A	Do (London)	...	...	...	...	213	...	...
...	2194	Chartered Banks	...	...	...	...	2104	...	...
...	474	Merchants Bks. & C	...	...	...	...	2104	...	...
...	Do.	...	...	...	...	...	...	...
...	Bank of East Asia	...	...	...	...	\$129	...	...
...	N. C. & S. Banks	...	...	...	...	38	...	...
Insurance											
...	\$1,450	Canton Insurance	...	...	...	...	\$1,300	...	...
...	\$2.10	Underwriters	...	...	...	...	\$5.15	...	...
...	\$430	North China	...	...	...	...	\$430	...	...
...	Union Insurance	...	...	...	...	...	...	...
...	3000	Yungtze Insurance	...	...	...	...	...	...	...
...	\$1,450	China Fire	...	...	...	...	3505	...	...
...	H.K. Fire	...	...	...	...	\$1,400	...	...
Shipping											
...	\$214	Douglas	...	...	...	...	\$25	...	...
...	\$24	Steamboats	...	...	...	...	\$25	...	...
...	\$26	Indos (pref.)	...	...	...	...	15/	...	...
...	\$26	Do. (def.)	...	...	...	...	80/	...	...
...	\$28	Shanghai	...	...	...	...	62/	...	...
...	\$29	Shanghai	...	...	...	...	\$27	...	...
Mining											
...	\$1	Benguet	...	...	...	...	\$2	...	...
...	30/	Venezuela Gold Flds.	...	...	...	...	\$1.30	...	...
...	Kailash	...	...	...	...	30/	...	...
...	T.4.30	Langkate (comb.)	...	...	...	...	T.4.30	...	...
...	Do. (single)	...	...	...	...	T.4.30	...	...
...	T.24	Explorations	...	...	...	...	T.4.30	...	...
...	Shanghai Loans	...	...	...	...	T.4.50	...	...
...	Rails	...	...	...	...	\$24	...	...
...	Tronch Mines	...	...	...	...	12.9	...	...
Docks, Wharves, Godowns, etc.											
...	H.K. & K. Wharves	...	...	...	...	\$151	...	...
...	Providents (old)	...	...	...	...	\$5.35	...	...
...	Do. (new)	...	...	...	...	...	...	...
...	\$314	H.K. Docks	...	...	...	...	\$20	...	...
...	\$10	S. China Docks	...	...	...	...	\$10	...	...
...	\$12	Do. "B"	...	...	...	...	\$10	...	...
...	T.85	Shanghai Docks	...	...	...	...	T.85	...	...
...	T.210	New Engineering	...	...	...	...	T.6.55	...	...
...	Hongkows	...	...	...	...	...	...	...
Lands, Hotels, and Buildings											
...	\$15.30	H.K. Hotels (old)	...	...	...	...	\$15.30	...	...
...	Do. (new)	...	...	...	...	\$14.80	...	...
...	H.K. Lands	...	...	...	...	\$902	...	...
...	T.32	Shanghai Lands	...	...	...	...	...	...	...
...	H.K. Realty	...	...	...	...	\$12.10	...	...
...	Humpireys (old)	...	...	...	...	...	...	...
...	\$173	Do. (new)	...	...	...	...	\$173	...	...
...	\$95	Chinese Estates	...	...	...	...	...	...	...
Cotton Mills											
...	Ewos	...	...	...	...	...	...	...
...	T.85	Shai Cottons	...	...	...	...	T.10.05	...	...
...	T.12	Zong Sing	...	...	...	...	T.80	...	...
Public Utilities											
...	Tramways	...	...	...	...	...	...	...
...	Peak Tram (old)	...	...	...	...	\$214	...	...
...	Do. (new)	...	...	...	...	37	...	...
...	Star Ferries	...	...	...	...	\$24	...	...
...	\$20	Yamutai Ferries	...	...	...	...	\$25	...	...
...	China Lights	...	...	...	...	\$27	...	...
...	H.K. Electric	...	...	...	...	\$27	...	...
...	Macao do	...	...	...	...	175	...	...
...	Sandakan Lights	...	...	...	...	...	...	...
...	Telephones (fully pd.)	...	...	...	...	...	...	...
...	Do. (part pd.)	...	...	...	...	...	...	...
...	T17.30	China Buses	...	...	...	...	...	...	...
...	4/	Traction	...	...	...	...	7/	...	...
...	19/	Do. (pref.)	...	...	...	...	...	...	...
Industrials											
...	\$0.50	China Sugars	...	...	...	...	...	...	...
...	\$39	Malabar Sugars	...	...	...	...	...	...	...
...	T.14	Coldbrook (ord.)	...	...	...	...	\$25	...	...
...	T.104	Macgregors (pref.)	...	...	...	...	...	...	...
...	Canton Leds	...	...	...	...	...	...	...
...	Coments (comb.)	...	...	...	...	\$19.20	...	...
...	Do. (old)	...	...	...	...	\$14	...	...
...	Do. (new)	...	...	...	...	...	...	...
...	Ropes	...	...	...	...	...	...	...
Miscellaneous											
...	Dairy Farms	...	...	...	...	\$24	...	...
...	Der A. Wings	...	...	...	...	...	...	...
...	Amusements (old)	...	...	...	...	...	...	...
...	Ch. Entertainment (old)	...	...	...	...	\$16	...	...
...	Do. (new)	...	...	...	...	\$104	...	...
...	Constructions, old	...	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	\$1.55	...	...
...	Lane Crawford (old)	...	...	...	...	\$6.60	...	...
...	Do. (new)	...	...	...	...	\$8.25	...	...
...	Mackintosh	...	...	...	...	...	...	...
...	Nanyang Tobacco	...	...	...	...	...	...	...
...	Sincors	\$15.40
...	Watsons
...	Wm. Powells	\$18
...	N. C. Enterprises
...	B. Ind. G. Bonds	\$2.50
...	H.K. Govt. Loans	\$10
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LOCAL AND REGULAR OUTWARD MAELS.

FOR	WEEK DAYS.		SUNDAYS & HOLIDAYS	
	FROM G.P.O.	FROM SHUNGWAN BRANCH P.O.	FROM G.P.O.	FROM SHUNGWAN BRANCH P.O.
Canton	7.15 a.m. & 8.00 p.m.	7.00 a.m. & 7.00 p.m.	7.15 a.m. & 6.00 p.m.	7.00 a.m. & 7.00 p.m.
am shui and Wuchow (By direct steamer)	4.00 p.m.	4.00 p.m.	4.00 p.m.	6.00 a.m.
Macao & Tientsin	7.15 a.m. & 1.15 p.m.	7.30 a.m. & 1.30 p.m.	8.15 a.m. & 1.15 p.m.	8.30 a.m. & 1.30 p.m.
Hongmoon (except Saturdays)	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
Kankong (except Saturdays)	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
Fatshan and Wuchow (By train)	7.15 a.m.		7.15 a.m.	
Tai O	1.00 p.m.		1.00 a.m.	
Tai Po	9.00 a.m. & 8.00 p.m.		9.00 a.m.	
Shamshui	9.00 a.m. & 8.00 p.m.		11.00 a.m.	
Canton	1.00 p.m. & 5.00 p.m.		11.00 a.m. & 6.00 p.m.	
Shamshui	8.00 a.m.		8.00 a.m.	
Shamshui	8.30 p.m.		8.30 a.m.	
Shamshui, Shatin, Shatin,	8.00 p.m.		10.30 a.m.	
Shamshui and Shing	4.30 p.m.		10.30 a.m.	
Shamshui, Shatin, & Tai		7.30 p.m.		
Shamshui				1.00 p.m.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 8th Dec., 10 a.m.
DALNY	"TEAN"	On 9th Dec., 5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 9th Dec., 5 p.m.
AMOI & SHANGHAI	"KWANGTUNG"	On 12th Dec., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 13th Dec., 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 13th Dec., 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 15th Dec., 10 a.m.
SWATOW, WUHAN	"HUICHOW"	On 15th Dec., 10 a.m.
CHITTOO & TIENTSIN	"YINGCHOW"	On 16th Dec., 5 p.m.
AMOI & SHANGHAI	"KIUNGCHOW"	On 18th Dec., 10 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 18th Dec., 5 p.m.
HONGKOW, PAKHOI & HAIPHONG	"SUNNING"	On 20th Dec., 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"TSINAN"	On 23rd Dec., 5 p.m.
AMOI & SHANGHAI	"KWANGTUNG"	On 25th Dec., 10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 27th Dec., 10 a.m.
HONGKOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 1st Jan., 5 p.m.

SAILINGS SUBJECT TO ALTERATION.
For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE 30381.
AGENTS.
HONGKONG AND BANGKOK CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (Sunderland)

PASSENGER AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDESS CATERING.

Before Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 278 RETURN.

LONDON (via Australia) from 2136-15-0.

(Australian Newspapers on 8th)

STEAMER CHANGTE 11th Dec. 18th Dec. 21st Dec. 28th Jan.

TAIPING 8th Jan. 15th Jan. 18th Jan. 3rd Feb.

"Home via Australia" TOUR—S.S. "CHANGTE"—16th Feb.

Opening of the Sydney Harbour Bridge and Festivities.

Detailed Itinerary on application. Fare 220/10 Return.

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"

on or about 13th DECEMBER

FOR PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTI PORTS.

SAILING LIST.

OTHER SAILINGS:—

M.S. "Malaya" 12th Dec. 18th Dec. 1932

M.S. "Africa" 12th Dec. 18th Dec. 1932

M.S. "Chile" 28th Jan. 28th Feb. 1932

M.S. "Danmark" 28th Jan. 28th Feb. 1932

M.S. "Java" 28th Jan. 28th Feb. 1932

Optional Bills of Lading issued to United Kingdom Ports

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM" M.S. "BINTANG"

m.s. "Bintang" to Bangkok via Hongkong

Leaving here 28th DEC. 1931. Due at Bangkok 1st JAN. 1932.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents. MESSAGERIE MARITIME BUILDING.

Telephone 24071.

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND

NEW YORK

CALLING AT NAPLES

"CHINESE PRINCE" ... Dec. 17th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain.)

King's Building.

Telephone: 23165.

Telegrams: Furnprince.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers Sailing subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Counting 8 to 9 Days)

HAINING ... Tuesday, the 8th Dec., at 3 p.m.

HAITANG ... Friday, the 11th Dec., at 2 p.m.

HAICHING ... Tuesday, the 15th Dec., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
General Trip Tickets will be issued from Hong Kong to Fochow (Passage and Return) and Return by the same steamer at the Reduced Rate of \$55.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION CO.'s

STEAMER "MIRZAPUR"

ARRIVED HONG KONG ON

7th DECEMBER, 1931.

FROM BOMBAY, COLOMBO

AND STRAITS.

CONSIGNEES of Cargo by the

above-named Vessel are hereby in-

formed that their Goods are being landed

and placed at their risk in the Hong

Kong and Kowloon Wharf and Godowns

Company's Godown at Kowloon where

each Consignment will be sorted out Mark

by Mark and Delivery can be obtained as

the Goods are landed.

This Vessel brings on Cargo from

Persian Gulf, B.I.S.N. and B. & P.S.N.

Co.'s Steamers.

Optional Goods will be landed here

unless Instructions have been given to

the contrary Six Hours before arrival of

the Steamer.

Goods not cleared within 8 days in-

cluding date of arrival will be subject to

Rent.

No Fire Insurance will be effected by

us in any case whatever.

Damaged Packages must be left in

the Godowns for examination by the

Consignees, and the Company's surveyors,

Messrs. GODDARD & DOUGLAS, at 10 a.m.

on Mondays and Thursdays, within the

Free Storage period.

Consignees are specially notified that

it is necessary for a Revenue Officer to

be present at the examination of damaged

dutiable cargo.

All Claims against the Steamer must

be presented to the Underwriter on or

before 27th December, 1931, or they will

not be recognised.

No Claims will be admitted after the

Goods have left the Godown.

MACKINNON, MACKENZIE & Co.,

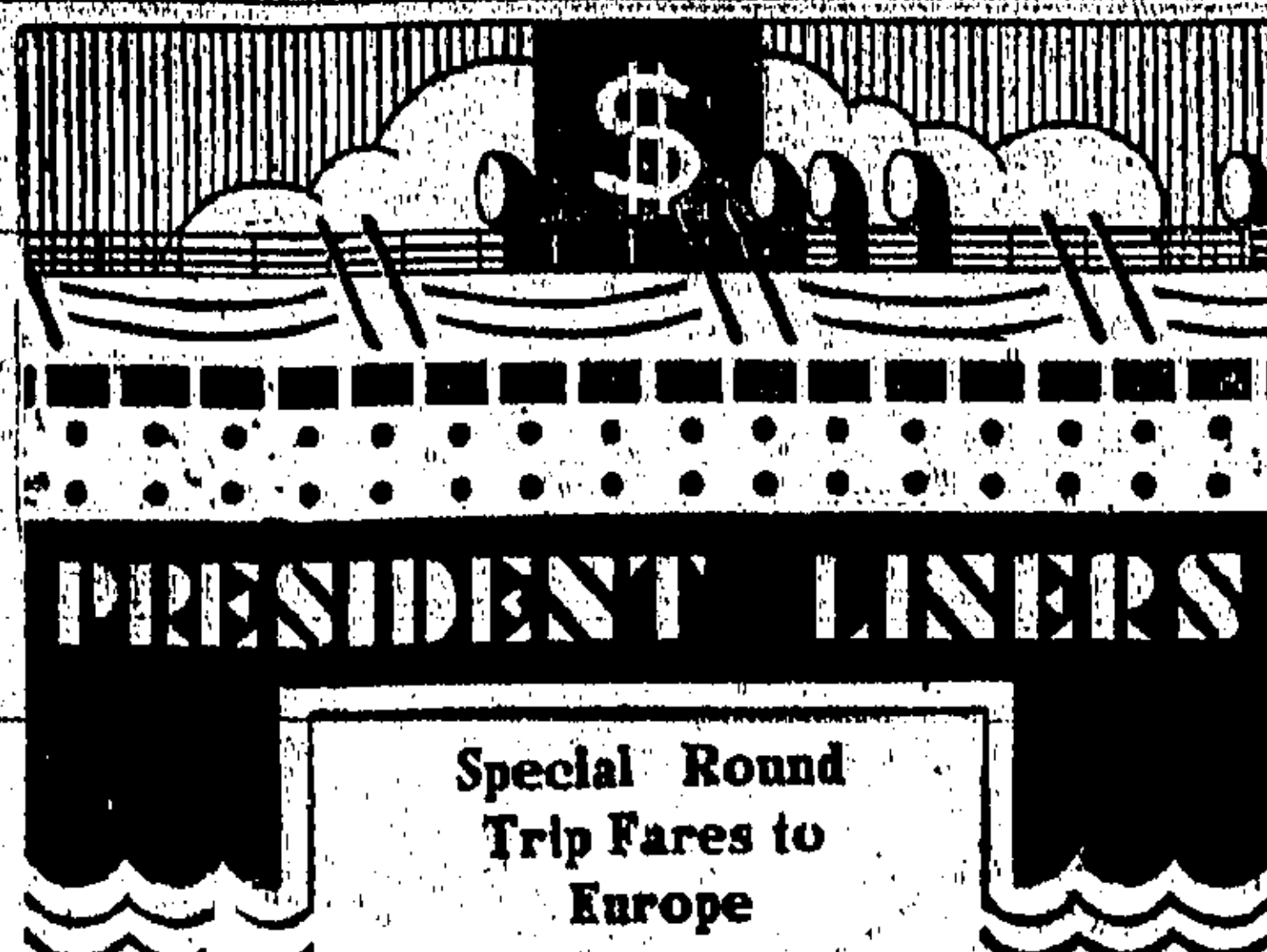
Agents.

Hong Kong, 7th Dec. 1931. [1543]

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25 words \$1.00 prepaid
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Trip Fares to
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Weekly Trans-Pacific Service

To San Francisco, Los Angeles & New York via Panama.

To Seattle and Victoria

The "Sunshine Bell" via Honolulu

The "Short, Straight Route" to America

Fortnightly sailings on Tuesdays

Pres. Croilidge...Dec. 8, 8 p.m. Pres. Madison...Dec. 13, 8 a.m.

Pres. Wilson...Dec. 22 Pres. Cleveland...Dec. 27

Pres. Hoover...Jan. 5 Pres. Taft...Jan. 10

\$79, \$112, \$120 Special through rates to Europe

via United States. Direct con-

nections with all Atlantic lines. Choice of rail lines across

United States and Canada. Liberal stop-over privileges for

sight-seeing.

ROUND TRIP FARE TO EUROPE

From Hong Kong to NAPLES ... \$152. 5. 0d.

" MARSEILLES ... \$161. 0. 0d.

" LONDON ... \$169. 15. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sundays via Manila, Straits, Colombo, Suez Canal,

Alexandria, Naples, Genoa, Marseilles, New York and Boston.

8 a.m. Pres. Harrison...Dec. 13 Pres. Pierce...Jan. 10

Pres. Wilson...Dec. 27 Pres. Monroe...Jan. 24

To Manila

Pres. Harrison...Dec. 13, 8 a.m. Pres. Hoover...Dec. 29, 8 p.m.

Pres. Wilson...Dec. 15, 8 p.m. Pres. Taft...Jan. 2, 8 p.m.

Pres. Cleveland...Dec. 19, 8 p.m. Pres. Pierce...Jan. 10, 8 a.m.

Pres. Hayes...Dec. 27, 8 a.m. Pres. Jefferson...Jan. 16, 8 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES

AMERICAN MAIL LINE

HAMBURG-AMERIKA LINIE • NORDDEUTSCHER LLOYD

FAR EASTERN MAIL PASSENGER AND FREIGHT SERVICE.

THROUGH BOOKINGS TO AMERICA via EUROPE AND EUROPE via AMERICA.

BOOKINGS AROUND THE WORLD.

THROUGH BOOKINGS TO LONDON: Cabin Class only.

ARRIVALS FROM EUROPE

SAILINGS TO

NORTH CHINA & JAPAN

... (HAL) S.S. "LEVERKUSEN" ... 9th Dec.

... (NDL) S.S. "SAARBRUECKEN" ... 12th Dec.

... (HAL) S.S. "BAARLAND" ... 30th Dec.

... (NDL) S.S. "ISAR" ... 3rd Jan. 32

16th Dec. (HAL) S.S. "PREUSSEN" ... 8th Jan.

15th Dec. (NDL) S.S. "COBLENZ" ... 9th Jan.

... (NDL) S.S. "ANHALT" ... 16th Jan.

22nd Dec. (HAL) S.S. "KULMERLAND" ... 19th Jan.

NDL Hong Kong/New Guinea service: S.S. "BEEMERHAVEN," 23rd Jan. 1932, to RABAU and ports.

HAMBURG-AMERIKA LINIE

JEBSEN & CO., Agents.

12, Pedder Street, Tel. 26681.

NORDEUTSCHER LLOYD

MELCHERS & CO., Agents,

Queen's Building, Tel. 26378.

CANTON AGENTS:

CARLOWITZ & CO., Shahe Road. JEBSEN & CO., Shameen, B.C.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

Telegrams: "MANIFESTO, HONGKONG." KOWLOON, HONG KONG

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND

ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS,

FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyd's

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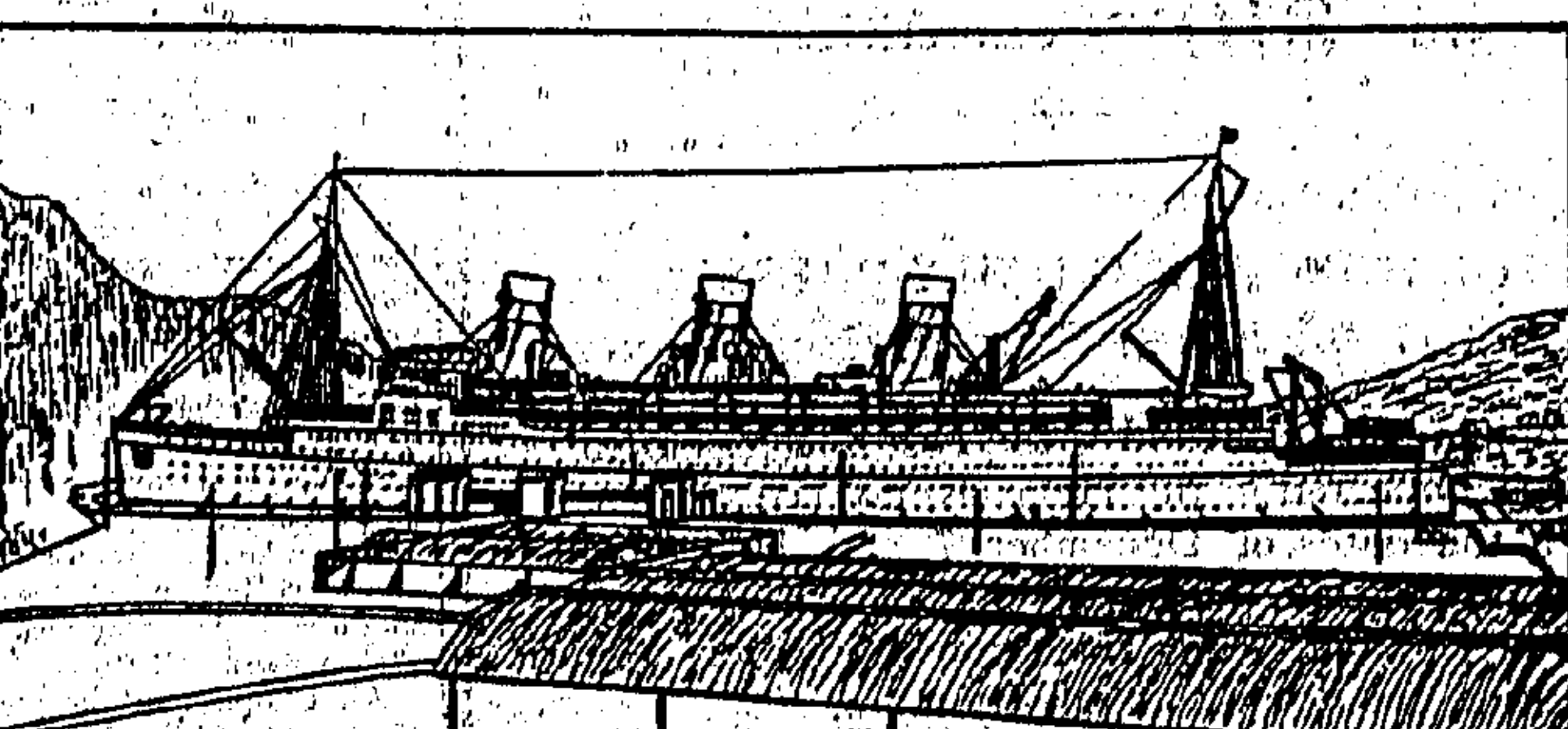
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Cast

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turers.



T.S.S. "EMPRESS OF JAPAN"

In No. 1 Dock.—Dims: 688'-0" O.A. x 88'-6" x 43'-6" Mid.—25,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 80'-6" over sill, H.W.O.S.T.

Salvage "Tug" "Henry Keswick" 2,000 L.P.H. Wireless Call Signal: V.P.B.T.

and Flag Call Signal: T.H.Q.B. Shoerlags capable of lifting 80 tons.

Codes Used.—A1, A.B.C. Fifth Edition: Engineering, First and Second Edition,

Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"DAVIKEN" "KWAISANG" "HOPSANG" "SANDVIKEN"	Wed., 8th Dec., at 7 a.m. Sun., 13th Dec., at 7 a.m. Wed., 16th Dec., at 7 a.m. Sun., 20th Dec., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" "HOSANG" "KUMSANG"	Satur., 19th Dec., at Noon Wed., 16th Dec., at 3 p.m. Thurs., 7th Jan., at 3 p.m.
OSAKA via AMOI, MOI & KOBE	"KUMSANG" "SUJISANG"	Satur., 19th Dec., at 7 a.m. Satur., 2nd Jan., at 7 a.m.
OSAKA via AMOI & KOBE	"KUTSANG"	Tues., 19th Jan., at 7 a.m.
SANDAKAN	"MAUSANG" "YUSANG"	Wed., 9th Dec., at 3 p.m. Sun., 13th Dec., at Noon
TIENTSIN via SWATOW, SHANGHAI & CHEFOO	"OHONGSHING" "CHIPSING"	Tues., 15th Dec., at 7 a.m. Thurs., 24th Dec., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: 30311.

GLEN LINE.

FARE: HONG KONG TO LONDON:—

1st JUNE/30th NOVEMBER ... 285. 12. 0d.

1st DECEMBER/31st MAY ... 282. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.

Motor Vessel "GLENBEG" ... 23rd December

To SHANGHAI, KOBE, YOKOHAMA & YADIVOSTOK.

Motor Vessel "GLENGARRY" ... 20th December

Steamship "GLEN-HANE" ... 4th January

Motor Vessel "GLENGARRY" ... 18th January

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

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5 P.M. FRIDAY,
11th DECEMBER

sailing for
MANILA

one of the
BIG 4

"EMPRESS OF ASIA"

White Empresses comprise the largest and fastest liners on the Pacific

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Emp. of Russia	Dec. 13	Dec. 21	Dec. 22	Dec. 24	Dec. 26	Jan. 2	Jan. 4
Emp. of Japan	Jan. 2	Jan. 5	Jan. 7	Jan. 9	Jan. 11	Jan. 13	Jan. 15
Emp. of Asia	Jan. 15	Jan. 18	Jan. 20	Jan. 22	Jan. 24	Jan. 26	Jan. 28
Emp. of Canada	Jan. 28	Jan. 31	Feb. 2	Feb. 4	Feb. 6	Feb. 8	Feb. 10
Emp. of Japan	Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 28
Emp. of Asia	Mar. 28	Mar. 31	Apr. 2	Apr. 4	Apr. 6	Apr. 8	Apr. 10
Emp. of Canada	Apr. 10	Apr. 13	Apr. 15	Apr. 17	Apr. 19	Apr. 21	Apr. 23
Emp. of Japan	May 10	May 13	May 15	May 17	May 19	May 21	May 23
Emp. of Asia	May 23	May 26	May 28	May 30	June 1	June 3	June 5
Emp. of Canada	June 5	June 8	June 10	June 12	June 14	June 16	June 18
Emp. of Russia	June 18	June 21	June 23	June 25	June 27	June 29	July 1

HOLIDAY SUGGESTION EMPRESS OF JAPAN

Leave Hong Kong	December 28
Arrive Manila	December 28
Leave Manila	December 28
Arrive Hong Kong	December 30

SPECIAL REDUCED ROUND TRIP FARES.

For further information please apply to:

Canadian Pacific

THE WORLD'S GREATEST TRAVEL SYSTEM.
Telephone: Passenger 20752. Freight 20042.



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

ASAMA MARU ... Wednesday, 9th Dec.

SEINO MARU ... Tuesday, 22nd Dec.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIKAWA MARU ... Monday, 14th Dec, midnight

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

RAKONE MARU ... Saturday, 12th Dec.

SUWA MARU ... Friday, 25th Dec.

SYDNEY & MELBOURNE via Manila & Ports

ATSUMA MARU ... Saturday, 23rd Dec.

KAMO MARU ... Saturday, 23rd Dec.

BOMBAY via Singapore, Penang & Colombo

KAGA MARU ... Friday, 11th Dec.

YANKOW MARU ... Monday, 21st Dec.

TOKIWA MARU ... Sunday, 27th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU ... Tuesday, 22nd Dec.

NEW YORK, BOSTON via PANAMA.

TATSUNO MARU ... Monday, 4th Jan.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

DAKAR MARU ... Sunday, 20th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU ... Tuesday, 15th Dec.

PENANG MARU ... Tuesday, 29th Dec.

SHANGHAI, KOBE & YOKOHAMA

HAZOKAKI MARU ... Friday, 11th Dec.

KAMO MARU (Nagasaki direct) ... Friday, 15th Dec.

TERUKUNI MARU ... Thursday, 24th Dec.

For further information, apply to:

NIPPON YUSEN KAISHA,

Telephone 30291. (Private exchanges to all Dep'ts.)



FRENCH MAIL STEAMERS

Sailing from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

PELLEROUSSIE ... 8th Dec.

G. METZINGER ... 23rd Dec.

SPHINX ... 5th Jan.

PORTHOS ... 18th Jan.

CHENONORAU ... 2nd Feb.

ATHOS II ... 16th Feb.

DARTAGNAN ... 1st Mar.

ANDRE LEBON ... 15th Mar.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

DUNKIRK via Haiphong, Olan, Le Havre: S.S. "YANG TSE"

For full particulars apply to:

Cie. des MESSAGERIES MARITIMES, 2, Quai de Commerce, Telephone 16841.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 13,464 TONS,
THROUGH CARGO
12,941 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

Cargo for Through Ports.

British Minnie Moller, 2,070 2,000

Hungbros, 900 3,573

New Mathilde, 1,400 2,600

Borneo, 280 2,600

Hong Kheng, 1,850 850

American Olympia, 1,421 57

Dutch Tjibadak, 1,421 57

Portuguese Wing Wo, 170 170

Japanese Bengali Maru, 317 2,136

Taihai Maru, 5,050 3,373

Total 13,464 12,941

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:

New Mathilde (Br.) Hai-phong, 60

Borneo (Br.) Hai-phong, 120

Hong Kheng (Br.) Rangoon, 1,232

Tjibadak (Dut.) Shanghai, 125

Total 1,547

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:

British 6 5

American 1 0

Dutch 3 0

Norwegian 1 1

Portuguese 1 2

Japanese 2 0

Total 14 8

WARSHIPS IN PORT.

The following warships are in port:

Basin—Tamar.

North Wall—Scrapis, Seraph,

Sirdar.

South Wall—Bruce.

East Wall—Herald.

North Arm—Kent.

West Wall—Suffolk, Phoenix,

Orpheus, Oswald.

Dock—Olympus, Persius, Osiris.

Buoy No. 6—Cornwall.

Foreign—Portuguese transport

Gil Eanes; French dispatch vessel

Cronne.

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:

Wharves.

Kowloon—Pres. Coolidge, Nan-

kin, Khyber, Song Giang, Javanese

Prince.

Socony—Laichikok: Jeff Davis,

Finnangen.

China Merchants—Tai Poo Sek,

Jardine Matheson's—Kwaisang,

Douglas Lapaik—Haining,

Saikong—Wing Wo.

Docks.

Kowloon—Yei Maru, Limchow,

Wis Kung, Mto Lee, Hiram,

Gil Eanes, Havdrot, Yuan Jeng,

An Lee.

Taihai—Asama Maru, Taiyuan,

Planorbis, Hong Hwa.

Buoys.

No. A3—Adriatic,

No. A6—Tjibadak,

No. A7—Olympia,

No. A8—Bengal Maru,

No. A14—Hong Kheng,

No. A15—Hongpeng,

No. B3—Tsun,

No. B8—Munam,

No. B9—Tonkin,

No. B10—Menado Maru,

No. B11—Ardent,

No. B13—Apocry,

No. B14—Kweichow,

No. B15—Tainan,

No. B16—Pongtong,

No. B21—Anshun,

No. B22—Socobow,

No. B23—Mausang,

No. B24—Taikai Maru,

No. B25—Haines,

No. B26—Minnie Moller,

No. C1—New Mathilde,

No. C2—Hermod,

No. C3—Halidan,

No. C4—Haidia.

Net

Oct. 1, 1930 ... 425 1,001,703

July 1, 1931 ... 752 2,044,092

Oct. 1, 1931 ... 778 2,050,448

Among the British vessels laid up

are 16 tankers of 222,430 net tons,

of which 20 of 85,193 tons are

motor ships. In addition, 18 other

motor vessels of 40,632 net tons are

laid up. The figures given above

do not, of course, take into account

the British shipping lying idle in

foreign ports.

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the British shipping lying idle in

foreign ports.

ARRIVALS.

December 6.

Adriatic, British str., 4,048 tons,
Capt. R. Lloyd, from Yokohama, buoy No. A3—B & S.

Dunafrie, British str., 2,134 tons,
Capt. G. Jones, from Sabang, buoy No. B25—Bank Line.

Hai Ning, British str., 832 tons,
Capt. E. Walker, from Swatow, Douglas Wharf—Douglas & Co.

Halvard, British str., 1,917 tons,
Capt. A. Hall, from Canton, Stonecutters Anchorage—Wo Fat Sing.

Hermod, Norwegian str., 940 tons,
Capt. Eliassen, from Amoy, Stonecutters Anchorage—Thorsen & Co.

Hiroshi Maru, Japanese str., 664 tons,
Capt. Y. Okada, from Keelung, Yumati Anchorage—M.B.K.

Hong Peng, British str., 2,525 tons,
Capt. C. Cowan, from Swatow, buoy No. A15—Ho Thong & Co.

Javanese Prince, British str., 3,858 tons,
Capt. J. Smith, from Keelung, Kowloon Wharf—Furness (Far-East), Ltd.

Kueichow, British str., 1,920 tons,
Capt. E. H. Histed, from Canton, buoy No. C14—B & S.

Kwai Sang, British str., 1,435 tons,
Capt. P. Jowett, from Swatow, West Point Wharf—J.M. & Co.

Menado Maru, Japanese str., 1,285 tons,
Capt. T. Kawamoto, from Pakhoi, buoy No. B10—O.S.K.

Minnie Moller, British str., 1,830 tons,
Capt. T. A. Howard, from Chinwangtao, buoy No. B38—Dodwell & Co.

Mitsuki Maru, Japanese str., 2,282 tons,
Capt. K. Hino, from Oaka, Yumati Anchorage—Y.K.K.

Morioka Maru, Japanese str., 3,095 tons,
Capt. M. Sumi, from Singapore, Kowloon Wharf—N.Y.K.

Olympia, American str., 4,774 tons,
Capt. C. W. Jacobs, from Shanghai, buoy No. A7—Statens & Co.

Pong Tong, British str., 1,001 tons,
Capt. R. E. Freckleton, from Saigon, buoy No. B14—Fei Lun & Co.

Sipirok, Dutch str., 1,001 tons,
Capt. D. L. Ingeles, from Canton, Yumati Anchorage—J.C.J.L.

Song Giang, French str., 589 tons,
Capt. Honchoir, from Ben Thing, Kowloon Wharf—A. Pole & Co.

Szechuen, British str., 1,594 tons,
Capt. S. M. Barling, from Canton, buoy No. B21—B & S.

Tai Poo Sek, French str., 1,219 tons,
Capt. M. Paul, from K. C. Wan, C.M.S.N. Wharf—W. Hop & Co.

Taihai Maru, Japanese str., 2,342 tons,
Capt. M. Ohara, from Milke, buoy No. B22—M.B.K.

Tjibadak, Dutch str., 4,900 tons,
Capt. J. J. Duit, from Amoy, buoy No. A8—J.C.J.L.

Tsinan, British str., 2,100 tons,
Capt. W. Shaw, from Amoy, buoy No. B15—B & S.

Wing Wo, Portuguese str., 428 tons,
Capt. J. D. de Lemos, from K. C. Wan, Saikong Wharf—W. Hop & Co.

P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
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STRAITS, JATA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA,
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PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"COBFU"	15,000	19th Dec. Noon	Marseilles and London.
"NOMALI"	9,500	18th Dec.	Mars, Havre, L'don, H'g. K'm, A'warp. & Hull.
		1932	
"RAWALPINDI"	17,000	22nd Jan.	Bombay, Marseilles and London.
"KABALA"	9,500	18th Jan.	Mars, L'don, K'm, & A'warp.
"CHITRAI"	16,000	30th Jan.	Bombay, Marseilles & London.
"KASHMIR"	9,500	13th Feb.	Mars, L'don, K'm, & A'warp.
"NALDERA"	16,000	17th Feb.	Bombay, Marseilles & London.
"SOUDAN"	9,500	11th Mar.	Marseilles, London, Havre, H'g. K'm, A'warp. & Hull
"CARTHAGE"	15,000	19th Mar.	Marseilles and London.
"KAJPUTANA"	17,000	28th Mar.	do.
"COBFU"	16,000	8th Apr.	do.
"RAWALPINDI"	17,000	23rd Apr.	Bombay, Marseilles and London.
"KANPURA"	17,000	7th May	do.
"CHITRAI"	16,000	21st May	do.
"RANCI"	17,000	4th June	do.
"NALDERA"	16,000	18th June	do.
"KABALA L'Ind"	12,000	2nd July	do.
"KAJPUTANA"	17,000	16th July	do.
"MAJUTTA"	17,000	30th July	do.
"RAWALPINDI"	17,000	13th Aug.	do.
"KANPURA"	17,000	27th Aug.	do.
"MAI WA"	17,000	10th sept.	do.

COMPREHENSIVE AND COMPLETE REPORT

NEWS OF THE FAR EAST

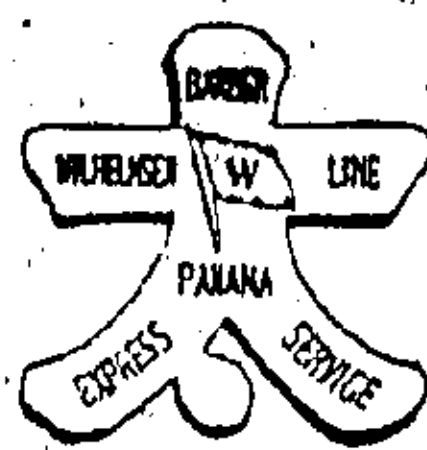
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"ANTENOR" 23rd Dec., For Marseilles, London, Rotterdam & Glasgow.

LIVERPOOL SERVICE

"CLYDESS" 16th Dec., For Port Said, Genoa, Havre, Liverpool and Glasgow.
"AGAPENOR" 16th Jan., For Port Said, Genoa, Havre and Liverpool.

NEW YORK SERVICE

"ADRASTUS" 11th Dec., For Boston, New York & Baltimore via Philippines, Port Swettenham & Singapore.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

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All cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undersigned.
All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire, Agents.

EXCHANGE CLOSING QUOTATIONS.

December 7, 1931.	
On LONDON:—	
Telegraphic Transfer 1/4	
Bank Bills, on demand 1/4 15/16	
Bank Bills, 4 months 1/5 1/16	
Credit 4 months 1/5 1/16	
Credit 6 months 1/5 1/16	
Documents, 4 months 1/5 1/16	
On PARIS:—	
Bank Bills, on demand 695	
Credit, 4 months' sight 695	
On NEW YORK:—	
Bank Bills, on demand 23 1/2	
Credit, 60 days' sight 25	
On BOMBAY:—	
Telegraphic Transfer 93 1/2	
Bank, on demand 93 1/2	
On CALCUTTA:—	
Telegraphic Transfer 93 1/2	
Bank, on demand 93 1/2	
On SHANGHAI:—	
Bank, 60 days' sight 92 1/2	
On YOKOHAMA:—	
On demand 47 1/2	
On MANILA—On demand 46 1/2	
On SINGAPORE:—	
On demand 60 1/2	
On BATAVIA—On demand 58 1/2	
On HAIKOW:—	
On demand 59	
On SAIGON:—On demand 59	
On HONGKONG:—	
On demand 194	
SOVEREIGNS, Bank's Buying Rate 1/8 1/2	
BAR SILVER, per oz. 19 1/2	

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$20,000,000
Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000

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Hon. Mr. J. J. PATTERSON, Deputy Chairman.

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Chief Manager: V. M. GRAYBURN, Esq.

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Colon, Shanghai

Dairen, Lyons

Hankow, Singapore

Harbin, Sourabaya

Hingpo, Tientsin

Kobe, Yokohama

London, New York

Manila, Yokohama

Macao, Hongkong

Peking, Hongkong

Rangoon, Hongkong

Sourabaya, Hongkong

Tientsin, Hongkong

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Sterling \$20,000,000
Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: LONDON.

Paid-up Capital \$20,000,000

Reserve Fund \$20,000,000

Reserve Liability of Proprietors \$20,000,000

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